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Automotive Daily News

PASSENGER TRUCK TIRES TRACTOR ACCESSORIES

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MAY RIM OUTPUT TOTALS 1,801,491; PRODUCTION FOR 5 MONTHS GAINS 1,000,000

By HAROLD G. McCOY

CLEVELAND, June 12.—Passenger car rim production for the first five months of 1928 has run far ahead of production for the same period in 1927, the monthly report for May of the Tire and Rim Association of America revealed today.

The report also reveals a tremendous gain in production of light truck rims, probably due to the heavy production of Ford and Chevrolet trucks, the totals for May being almost two and one-half times those for the same month last year.

For the first time the growing importance of aeronautics in the automotive field is recognized by inclusion in the May report of approved rim production of a separate classification for airplane rims, in which production of 2,976 for the month and 7,591 for the five months is reported.

Total production of all classes for the month was 2,185,393, a slight gain over the total of 2,169,206 for May, 1927. The totals for the five months were: 1928, 10,544,586; 1927, 9,543,318.

Passenger car rim production for the month was 1,801,491, an apparent drop of 177,351 from the total of 1,978,842 for May, 1927. Total passenger car rim production for the

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Studebaker's May Deliveries 34.5% Above May, 1927

South Bend, Ind., June 12.—Retail deliveries of Studebaker and Erskine cars throughout the world during the month of May exceeded deliveries for the same period last year by 34.5 per cent, according to a statement issued by the Studebaker Corporation today.

May was the ninth consecutive month that Studebaker deliveries have shown an increase over the corresponding month of the previous year. In the United States May deliveries to customers were the largest in five years, and the last ten days of the month the largest of any corresponding period in its history.

Studebaker May increase was attained despite the fact that many people withheld purchasing new Studebaker and Erskine cars in anticipation of the tax reduction.

CLEVELAND AUTOMOBILE CO. SEEKS TAX REFUNDS

Cleveland, June 12.—The Cleveland Automobile Company, now a subsidiary of Chandler-Cleveland Motors Corporation, has filed suit in United States District Court here, asking adjustment of $382,595 in excess profits taxes for 1920.

The company contended its tax should be on profits of $1,037,000, while the government asserts the tax should be on profits of $1,462,000, which the company paid.

David H. Blair, commissioner of internal revenue, refused an adjustment and the suit followed.

HENRY R. LEVY, president of the Studebaker Sales Company of Chicago, who has just been elected to the board of directors of the Studebaker Corporation.

Rubber Exports For April Drop Under March Mark

Special from A. D. N. Washington Bureau

Washington, June 12.—Exports of automotive rubber goods during April totaled nearly $3,464,700, or $641,150 less than in March, the rubber division of the Department of Commerce announced today.

All items decreased in value except miscellaneous solid tires, which advanced 54 per cent.

Shipments of casings totaled 226,462 for April, a decrease from the previous month of 19,280. The decline was further accentuated by a decrease in unit values to $12.32 from $13.10. Six countries each took more than 10,000 casings during April, comprising 37 per cent. of the total volume.

Sweden, with 12,043 inner tubes valued at $22,494, was the leading outlet for April, followed by Cuba and Argentina. Exports of automobile solid tires for April declined 33 per cent. in volume, but by only 10

(Continued on Page 6)

TIRE PRICES REDUCED 10% BY MANY MANUFACTURERS FOLLOWING FIRESTONE'S LEAD

NEW YORK, June 12.—Tire manufacturers yesterday announced reductions in prices averaging about 10 per cent. The reduction, which had been anticipated, was instituted by the action of the Firestone Tire and Rubber Company in making cuts ranging from 4 to 17 per cent.

General Tire immediately followed with reductions of from 4 to 15 per cent. The Goodyear Tire and Rubber Company announced it would meet the Firestone reduction in a few days, and the B. F. Goodrich Rubber Company sent word to its dealers that while it did not inaugurate the cut, it would meet the reduced prices.

The Lee Rubber and Tire Corporation announced reductions of from 4 to 15 per cent. The Miller Rubber Company made public a statement that it would also make price revisions at once. Kelly-Springfield did the same, and all other companies are expected to take similar action.

While Firestone technically led off in the price cuts, it is stated in dispatches from Akron that all the leading companies were scheduled to act on Monday.

The Firestone reductions, which are being met by the other com-

(Continued on Page 2)

Plymouth Name of New Motor Car to Go on Market Soon

Special from A. D. N. Detroit Bureau

Detroit, June 12.—A new car to be known as the Plymouth has been announced here, to make its official appearance soon. Details of the car and the name of the company building it are shrouded in mystery. It is pretty well known, however, that the car itself is built along new and individual lines and that the company making it is one of the important corporations in the industry.

CUBA GROWS RAPIDLY AS EXPORT MARKET FOR AMERICAN CARS

Special from A. D. N. Washington Bureau

Washington, June 12.—Cuba is rapidly growing in importance as a market for American cars on account of the development of the country's highway system.

Approximately 55 per cent. of the passenger cars in operation are in the low-priced group, 28 per cent. in the medium-priced class and the remainder in the high-priced category.

Passenger cars during the last fiscal year totaled 30,430, an increase of 6 per cent. over the previous year. Buses numbered 1,558 and trucks 10,604, an increase of 48 and 25 per cent., respectively.

VIRGINIA HEADLIGHT BILL DECLARED INVALID

Richmond, Va., June 12 (U. T. P. S.).—The section of the state motor vehicle law which requires that all motor vehicles in Virginia be equipped with non-glare headlight devices, which have been approved by James M. Hayes, Jr., director of the state division of motor vehicles, has been declared invalid by Attorney General John R. Saunders.

This clause of the motor vehicle act was added at the 1928 session of the General Assembly, and was to have become effective on June 17. It was declared by the attorney general to be invalid because of the manner in which the bill was drafted.

3 General Motors Export Men Sail for Berlin Today

NEW YORK, June 12.—Three General Motors Export executives sail tomorrow on the President Roosevelt to join General Motors G. m. b. H. in Berlin. Three other General Motors sailings are scheduled for this week to foreign ports.

William H. Cunnings of the general manufacturing division of General Motors Export Company will sail tomorrow on the President Roosevelt for Berlin, where he will join the staff of General Motors G. m. b. H. as trim superintendent. He will be accompanied by his family.

G. O. Goller of the general manufacturing division will sail tomorrow on the President Roosevelt for Berlin, where he will join the staff of General Motors G. m. b. H. as body layout engineer. He will be accompanied by Mrs. Goller. Mr. Goller was formerly with the Fisher Body Corporation of Detroit.

E. C. Bolger of the advertising division will sail June 16 for Montevideo on the Pan American. Mr. Bolger will be in South America approximately three months, visiting all the General Motors plants in connection with outdoor advertising.

J. W. Patton will sail tomorrow on the President Roosevelt for Berlin, where he will become the assistant treasurer of General Motors G. m. b. H. He will be accompanied by his family.

C. G. Hogg, bus and truck specialist, will sail June 16 on the Minnewaska for London, where he will spend about ten days at European regional headquarters en route to his new assignment at Bombay, India. Mr. Hogg will be accompanied by his family.

A. L. Doerr, bus and truck specialist, will sail June 14 from San Francisco on the Ventura for Mel-

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Reference Tables

FOR MANUFACTURER, WHOLESALER, RETAILER AND SALESMAN

THE following schedule is now being adhered to in the publication of the various statistical and technical compilations which have become regular features of Automotive Daily News:—

MONDAY—Passenger car prices.

Passenger car equipment and accessories.

TUESDAY—Major specifications and mechanical details of passenger cars.

WEDNESDAY—Truck specifications and mechanical details.

Passenger car equipment and accessories.

THURSDAY—New passenger car registrations.

Major specifications and mechanical details of passenger cars.

FRIDAY—Truck specifications and mechanical details.

New commercial car registrations.

Massachusetts Plants Operating at Capacity

SPRINGFIELD, MASS., June 12—Plants manufacturing tires, automotive parts, accessories and tools in western Massachusetts are working at capacity and many are busy on orders, the result of the placing of the new Model A Ford on the market.

While other lines in this section are working on part time, the automotive trade factories are going ahead on a boom year plane.

Production in all lines is being speeded up, many behind in filling of orders, others in anticipation of a big summer and fall trade.

A rapidly increasing interest in aviation, with several airports and factories soon to open, has also stimulated the automotive industry, which will get a big part of the business of manufacturing parts and equipment for the airplanes.

Automobile equipment manufacturers are also busy and many new products are being turned out, including a new rumble seat top and a new shock absorber.

J. E. Northway, sales manager of the Hampden Auto Top Company, Winter Street, Springfield, reports that its new product, the rumble seat top, is going over big, with several automobile manufacturers contemplating making it standard equipment on 1929 models.

The top, as are the other products of the company, is handled by eighty jobbers throughout the country, and is being installed on Chevrolets, Chrysler and Buick roadsters, sport coupes and cabriolets, according to Mr. Northway.

The company is also doing a big business in seat covers through jobbers, mail order houses and department stores.

Business at the Fisk Rubber Company's plant in Chicopee Falls is booming, according to of-

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CLOSING TIME FOR ADVERTISING
copy 9 a. m. two days preceding publication date.

1928

XUM

Manufacturers Reduce Tire Prices 4 to 17%

(Continued from page 1)

panies, are in more detail: First grade low pressure tires, 12½ to 15 per cent. Third grade tires, 4 per cent., and solids 10 per cent. The 17 per cent. decrease is said to apply to products that are practically obsolete.

Reductions in tire prices had been foreshadowed on April 4 by the announcement by Great Britain that the rubber export restriction would be abandoned November 1. This was accompanied by a 50 per cent. drop in crude rubber prices from 40 to 19 cents per pound.

The industry had hoped that the price cuts could be held off for another month to permit the working off of their high-priced inventories, but it met a resistance from dealers, who resorted to hand-to-mouth buying. This action by dealers is said to have so slowed up sales that price cut at this time was forced.

As the price reductions are retroactive for thirty days, tire dealers will be compelled to allow dealers rebates as far back at May 11, and thereby will undergo considerable losses.

An encouraging feature is the fact that the 10 per cent. average cut is not so drastic as was considered possible under the circumstances. The financial statements of all the large companies show big contingency reserves.

While earnings for the first half of the year will compare unfavorably with the first half of 1927, present indications are that all the leading companies will come through without deficits and with some margin of profit.

The outlook for the second half of this year is considerably brighter. With the price reduction already made it is likely that consumers will now go into the market and buy, and it is extremely unlikely that the manufacturers will have any further writing off of inventory losses.

But there is little question that the earnings for 1928 will be smaller than 1927.

GAS UP IN SOUTH CAROLINA

New York, June 12.—The Standard Oil Company of New Jersey has advanced tank-wagon price of gasoline 1 cent a gallon in South Carolina, effective June 12. This makes the wholesale price 16 cents.

RANGE OF AUTOMOTIVE STOCKS

NEW YORK STOCK EXCHANGE

Previous, 1928 High	Previous, 1928 Low	Div.		Sales	High	Low	Close	Net Change
50¼	11	....	Advance Rumely	7,700	44	38½	38½	— 4¾
67½	34¼	....	do pf	1,900	59	54	54	— 7¾
14⅝	8½	....	Ajax Rubber	3,800	8½	8⅛	8⅛	— ⅞
129¾	115⅛	6	Allis-Chalmers	1,800	118½	117	117⅛	— 1⅝
42⅞	21⅛	....	do pf	32,500	35⅞	34	34	— 1⅛
41	15⅞	....	Am. Bosch Magneto	16,700	33⅞	30⅝	30⅝	— 4⅛
7⅝	5½	....	Am.-La France	1,100	6⅝	6⅛	6¼	— ⅛
57⅝	51¼	3	Brockway	1,100	51	49½	49½	— 1⅝
15½	5½	....	Chandler Motor	2,300	9¾	8⅛	8⅝	— 1⅛
23⅝	14	....	do pf	2,400	17¼	16⅛	16½	— ⅝
141½	125	6	Chicago Pneu. Tool	200	126	125½	125½	— ⅝
88½	54¾	3	Chrysler Corp.	51,500	76⅞	71	71	— 6½
14⅜	10	.80	Continental Motors	5,700	12⅜	12	12	— ⅝
24⅛	14½	....	Dodge Bros. A	18,300	14¾	12	12	— 2½
86	68	7	Dodge Bros. pf	5,500	72½	68	69½	— 2
41¾	26	2	Eaton Axle & Spring	6,200	37⅞	36⅜	35⅝	— 1¾
219	98	6	Electric Auto-Lite	1,900	190	184¼	184¾	— 5⅝
84⅜	69	5	Electric Stor. Battery	3,800	76⅞	76	76	— 1½
15½	5½	....	Emerson-Brant	200	12½	12	12	— 1⅝
25⅜	17⅜	.80	Federal Motors	800	21⅞	21½	21½	— ⅜
17¾	11	....	Fisk Rubber	31,400	14	13½	13⅝	— ⅛
91½	82	7	do 1st pf	100	85	85	85	— 1
28½	15	....	Gabriel Snubber	500	18	17½	17⅝	— ⅛
16¾	11⅝	....	Gardner Motor	3,000	12¾	12	12	— ⅛
210	130	5	General Motors	289,000	188¾	180¾	181½	— 5½
127½	123½	7	do pf	200	125⅞	125½	125½	— ⅜
26⅜	20⅝	....	Glidden Co.	4,700	23⅝	22½	22½	— 1⅜
99⅝	78¼	4	Goodrich Co.	12,000	79	76	76½	+ ½
72½	47½	....	Goodyear T. & R.	6,000	49⅞	47⅛	48⅛	+ ⅜
99½	82½	7	do pf	200	93½	92¼	93¼	— ¾
39⅞	16⅝	....	Graham-Paige Motor	14,600	33⅝	31½	31½	— 1½
99⅞	78	5	Hudson Motor Car	30,000	86¼	84⅝	85¼	— ¼
65	29	1.40	Hupp Motor Car	40,100	59	55	55⅛	— 3½
21¾	11⅛	1	Intercon. Rubber	600	12	12	12	....
15⅛	8⅛	....	Jordan Motor Car	1,300	12¼	11⅞	11⅞	— ¼
27⅝	15	....	Kelly-Springfield	2,800	19	18	18⅝	— ⅛
84	55½	....	do 8s pf	100	65	65	65	— 3
38½	22½	2	Kelsey-Hayes Wheel	1,500	32½	30¾	30¾	— 2½
24½	17¼	....	Lee Rubber & Tire	1,500	19½	17⅝	18⅝	— 1
107⅞	83	6	Mack Truck	12,000	94¼	91⅝	92¼	+ ¼
65⅛	45¼	2	Marlin Rockwell	3,500	61⅜	60½	60½	— ⅝
25⅝	12¼	....	Martin Parry	700	18½	18	18	— 1
27	18⅜	....	Miller Rubber	200	20	19⅝	19⅝	— ⅛
11½	5⅜	....	Moon Motors	5,000	9	8	8⅜	....
23¼	13	....	Moto Meter	600	18	17½	18	....
39⅜	25⅝	2	Motor Wheel Corp	5,600	37	35½	35½	— 1½
94¼	72⅝	....	Mullins Body	400	76½	73⅛	73⅛	— 4⅝
58¾	21⅜	....	Murray Body	10,000	45¼	44⅛	44⅛	— 4½
101⅝	80¼	4	Nash Motors	25,000	91	87½	87½	— 2⅝
5	2½	....	Norwalk T. & R.	400	3½	3½	3½	— ⅜
15¼	11½	....	Omnibus Corp.	2,300	12¼	12¼	12¼	— ⅝
84½	56¼	3	Packard Motor Car	54,500	79¾	76	76½	— 1½
25⅞	16	....	Peerless Motor Car	2,400	20	19⅛	19⅛	— 1
18⅝	10½	....	Pierce-Arrow	8,600	15⅜	13⅝	14½	+ ⅝
57½	39⅞	....	do pf	1,600	50¾	47⅝	48	+ 1
30¾	22½	.80	Reo Motors	16,600	28⅞	27	27	— 2⅜
14⅞	8¼	....	Reynolds Spring	5,800	12⅜	11⅝	11⅝	— ⅝
42¼	23½	....	Spicer Mfg. Co.	2,100	35⅞	34¼	34¼	— 1¼
101½	77¼	6	Stewart-Warner Speed	2,500	88	85¼	86¼	— 1⅝
77¾	44	2	Stromberg Carburetor	200	57	56	56	— 4¼
82¾	57	5	Studebaker Co.	32,100	71⅞	68	69	— 2
134	112⅝	4	Timken Roller Bear	4,200	121	119¾	120	— ¾
63⅛	38⅜	....	U. S. Rubber	15,600	38¾	37⅝	38⅛	— ⅛
109⅝	70⅜	....	do 1st pf	6,500	70	65¾	66	— 4⅝
43¾	30¼	1	White Motors	2,700	36⅛	35½	35½	— 1
28⅝	17⅜	....	Willys-Overland	22,300	25½	24¾	25	— ⅛
101½	92¾	7	do pf	400	101	100½	100½	— ½
84½	68	4	Yale & Towne	200	72	71	71	— 1
40	27⅝	....	Yellow Tr. & Coach R.	22,300	35	33½	33½	— ⅛

NEW YORK CURB MARKET

Sales		High	Low	Last	Net Ch'ge
1000	Auburn Auto	130	127½	127¼	— ¼
4500	Bohn Alum	80⅝	75½	77	— 4⅜
200	C. G. Spring	8⅝	8⅜	8⅜	— ⅛
300	Caterp'lar T	67	64⅝	64⅝	— 7⅛
200	Checkercab	26⅞	26½	26⅝	....
1600	Doehler D. C.	36½	35⅛	35⅞	— 1⅜
200	Dupont Motor	2⅜	2⅜	2⅜	— ⅛
2900	Durant Motor	12⅜	11⅝	11⅞	— ⅝
1100	Ev. Au. Ld. A	83¼	81	83¼	+ 1⅝
100	Fageol Motor	5¼	5¼	5¼	+ ⅛
1800	Fiat	4⅝	4⅛	4⅛	— ⅜
100	Firestone	170¾	170¼	170¾	+ ¾
40	Ford Canada	585	580	580	— 5
500	Hall Lamp	17¼	16⅞	16⅞	— ⅝
500	Henney	25½	25½	25½	+ 4
500	Marmon Motor	48¼	46⅝	45⅝	— 2
500	Mergel	114¼	110	110	— 7⅝
4360	Serv-el Inc.	15⅝	14½	14½	— ⅝
500	Sieberling Rub	41	40⅝	41	+ ⅛
1600	Sparks With	119½	115	116¼	+ 6¾
1200	Stutz Motor	15⅝	15⅜	15⅜	+ ⅛
100	Timken	15⅞	15⅞	15⅝	— ⅛
100	Triplex	62	62	62	— 1
700	U. S. L. Bat.	110¼	110¼	110½	— 2⅝
200	Watson, J. W.	8⅛	8⅛	8⅛	— ⅝
100	West Auto	59	59	59	....

CHICAGO

Sales		High	Low	Last
475	Auburn Auto	128	124	124
1725	Bastian Blessing	36	35	35
150	Bendix Corp. A	116½	116½	116½
50	Borg & Beck	88	88	88
750	Borg Wal'r	89	88	88½
650	Chi Yellow Cab	32	31½	31½
400	Cutler Hammer	55	54½	54½
350	Foot Gear	26½	26½	26½
3700	Henney	26½	24	26
150	do pf	48⅞	48½	48⅞
3000	Pines Winterfront	106	102	102
400	Ross Gear	32	31½	31½
500	Stewart-Warner	88¼	86⅞	87¼
250	Studebaker, Mach.	9⅝	9½	9½
1000	Wahl	15¼	15	15
750	Warner Gear	64	63	63
40	Waukesha Mach.	140	140	140
550	Yates Machine	20	18¼	18¼

DETROIT

Sales		High	Low	Last
100	Auto Fan	10	10	10
575	Bohn Alum	80½	80	80
2610	Baldwin Rubber	24	24	24
250	C. G. Spring	8⅝	8⅜	8⅜
700	Cont. Motors	12⅝	12⅜	12⅜
549	Detroit Motor Bus.	13⅜	13⅛	13⅛
30	Ford of Canada	585	580	580
650	Graham-Paige	33⅜	32	32
2435	Hall Lamp	17⅛	17	17
3635	Hayes	34	33¼	33¼
1040	Oakes	47	44½	45
4117	Packard	79½	77	77
4075	Reo	28⅛	27½	27½
1335	Rich. A	28½	28⅛	28⅛
483	do B	28	27½	27⅝
725	Timken Detroit A.	16	15⅝	15⅝
540	Ross Gear	31½	31¼	31½

CLEVELAND

Sales		High	Low	Last
100	Firestone	170	170	170
120	do 7s pf	109½	109	109
10	General Tire	170	170	170
362	India Tire	34	33	33
20	Jaeger Machine	37½	37½	37½
100	Miller Rubber pf	78	78	78
118	Ohio Brass B	95⅜	94	94
670	Seiberling	41¼	40	41

(The above tables show Monday's automotive stock movements, complete.)

TRIPLEX TURNING OUT ABOUT 2,000 UNITS DAILY IN CLIFTON, N. J., PLANT

Clifton, N. J., June 12.—The Triplex Safety Glass Company is turning out approximately 2,000 windshields daily in its plant here and hopes to go to 3,000 daily by the end of the month. When all machinery and equipment from the Hoboken plant is installed the full capacity of the local plant will be 12,000 units daily. As announced in the Automotive Daily News, Triplex has abandoned production in the Hoboken plant and turned its activity to the Clifton factory.

U. S. RUBBER PLANT IN NAUGATUCK CLOSES FOR TIME

Naugatuck, Conn., June 12.—United States Rubber Company's plant here will close July 21 to August 6, for a vacation period.

Rubber Prices

New York, June 12.—Crude rubber prices moved to lower levels on the local Rubber Exchange here yesterday, and at the close were 20 to 40 points below the finals Saturday. The tone of the market, however, was steady, and there seemed to be no excitement over the announcement of price reductions by the leading tire manufacturers. News that the Federated Malay States plan to reduce the export duty on rubber shipment to 1 per cent. caused even less of a flurry in the local circles.

Selling pressure was light and absorption was largely confined to commission house buying. Most traders seemed content to await further developments and watch the effect of the day's news before taking any definite stand.

Sales for the day totaled 218 lots, or 545 long tons. No transferable notices were issued.

RUBBER EXCHANGE OF NEW YORK

	High	Low	Close	Prev. close
June	....	....	*19.00	19.10
July	19.10	18.90	19.00	19.20
August	....	....	*19.10	19.30
September	19.30	19.10	19.20a19.30	19.40
October	....	....	*19.10	19.40
November	....	....	*19.10	19.40
December	19.20	19.00	19.00a19.20	19.40
January	19.00	18.90	18.90	19.30
February	....	....	*19.00	19.30
March	19.30	19.00	19.00a19.20	19.30
April	....	....	*19.10	19.30
May	19.30	19.20	19.20	19.40

Spot price, *19.00.

*Nominal.

OUTSIDE CLOSING PRICES

(Per pounds, delivered, New York.)

Plantation—	Bid	Asked
Ribbed, smoked sheets, spot	19¼	19⅜
June	19¼	19⅜
July	19¼	19⅜
July-September	19¼	19⅜
October-December	19¼	19⅜
Spot—		
First latex crepe	19½	19⅝
Clean thin brown crepe	*18½	..
Specky brown crepe	*18	..
Rolled brown crepe	18	18½
No. 2 amber	*18¾	..
No. 3 amber	*18½	..
No. 4 amber	*18	..
Paras—		
Up-river, fine, spot	22½	23¼
do coarse	14½	15
Acera, fine, spot	23½	24
Brazil, washed, dried, fine	27	27½
Caucho ball—Upper	13½	14
†Islands, fine	16	16½
Centrals—		
Esmeraldas	15	15½
Central scrap	15	15½
Guayule, washed and dried	..	16
Balata—		
Block Ciudad	38	39
Surinam sheet	49	50
Manaos block	39	40
Peruvian block	21	21½

SCRAP RUBBER

(Dealers' buying prices, f. o. b., New York)

Boots and shoes, black, ton	18.00	a20.00
Arctics, cwt.	.50	a .55
Inner tubes, mixed, cwt.	3.00	a 3.25
Inner tubes, No. 1, cwt.	5.25	a 5.50
Inner tubes, No. 2, cwt.	2.87½	a 3.00
Inner tubes, red, cwt.	3.75	a 4.00
Mixed hose, soft, cwt.	.50	a .60
Hose, air brake, ton	20.00	a22.50
Tires, white, mixed, ton	30.00	a32.50
Tires, standard, mixed, ton	14.00	a15.00

*Traded, †Nominal.

WATERPROOF YOUR SPARK PLUGS *for* 1929

Put Sherman guaranteed waterproof Ignition Hoods on your spark plugs, distributor and coil and make your car a 1929 model. Sherman Hoods are tailored to fit like a thimble. They positively shut out water, oil and dirt on all poppet or sleeve-valve motors. Picture shows regular spark plug Hood with push terminal. The Hood for Willys-Knight plugs has a sleeve base. Write.

SHERMAN MOTOR PRODUCTS
29 West 60th Street • New York City

SPARKS *from* DETROIT

Interurban Transportation

* * *

Automotive Fleets

* * *

Friend of the Motorist

Walter Boynton—Detroit Editor

COMBINED assets of the Bohm Aluminum and Brass Company and the Michigan Smelting and Refining Company, which the former has acquired, are somewhat in excess of $10,000,000. There will be $2,155,700 worth of preferred stock and 350,000 shares of no-par common. The transaction will be completed and the two plants working together by July 1.

* * *

FRANK confession of the inability of electric roads to carry on outside of the metropolitan district was made in a hearing at Lansing. Officials of the Michigan Electric Railroad and the Michigan Railroad Company told the public utilities commission that they plan to abandon several of their lines within a year and indicated that their other lines would follow suit in a short time.

The hearing was on the application of the companies for permission to parallel their tracks with automobile freight lines. They already operate passenger bus lines, which parallel and augment their electric lines. The buses are operated by a company with another name, but the officials are the same. Application is being fought by about fifty other automobile freight lines, the management of which claims that granting the petition would infringe their rights. The trolley people blame the steady encroachments of the motor vehicle competition for making it impossible for them to continue to operate at anything but a loss.

The Detroit United Railway, operator of the traction system in Detroit until the operation of municipal ownership here, and more recently large interurban trolley operator, is also operating several bus lines. It has applied to the commission for permission to combine all of these into one company, alleging that some of their lines are now operating at a loss.

Interurban transportation, what with the motor vehicle and new types of competition, is in a curious state of Michigan.

* * *

MENTION has been made before of the enthusiasm with which executives connected with the automotive industry "go down to the sea in ships," or at least go down to the lakes in yachts. E. T. Strong, of Buick, is an energetic power boat man, with a new cruiser about ready to go into commission. R. W. Judson of Continental Motors, one of the early executives to make regular use of airplane transportation in connection with his company's business, has a handsome boat, the Comoco, which sounds as if it might have been formed from some syllables of the corporation name. W. C. Rands, old-timer in the industry, has an eighty-three-footer that was built for him at Bay City. The 100-footer Reomar III., owned by R. E. Olds, was built at the same place. Charles E. Sorenson, of the Ford Motor Company, has a 105-foot boat, the Helene. Aaron De Roy, Hudson-Essex distributor here, owns a sixty-two-foot cruiser, and Commodore Alex I. McLeod, real veteran of the automobile industry, has a fifty-five-footer. Theodore MacManus is proud of a 100-foot boat, christened Herself. The waters about Detroit, with their attractive scenery, offer many a lure to the yachtsman, sail or power, and the fleets are steadily growing in size and attractiveness.

* * *

Seven of the flyers at Selfridge Field have been ordered to Rockwell Field, San Diego, Cal., to become part of the new pursuit group that is being organized there. It will be headed by Major Carl M. Spatz, who was at one time commandant at Selfridge and popular with the flying fraternity.

* * *

Bids on contracts for two air mail routes that are to link Central America with the islands of the Caribbean are being asked in Detroit by the Post Office Department. The contracts named are for ten years each and three trips must be made each week.

* * *

Judge Edward J. Jeffries, long-time occupant of the judicial bench, is a known friend of the motorist. On many occasions he has rebuked the police department in connection with traffic cases. He was the speaker at a meeting of the Detroit Automobile Club's safety and traffic committee

(Continued on Page 10)

Chicago Car Dealers Hold Annual Banquet

Capt. Rickenbacker Is Chief Speaker; Directors Chosen

CHICAGO, June 12.—More than a thousand members of the Chicago Automobile Trade Association and guests assembled at the New Palmer House last night for the annual banquet, at which Capt. E. V. Rickenbacker was the chief speaker.

It was announced that all of the directors had been re-elected with the exception of W. E. Butler, who retires, and is succeeded by T. J. Rochford, Elcar distributor. The re-elected directors are:—

R. G. Tiffany, manager of the Chicago branch of the Cadillac Motor Car Company.

Lafayette Markle, Franklin distributor.

Thomas J. Hay, Chandler distributor.

O. G. Heffinger, Chicago Motor Car Company, Marmon distributor.

H. W. Peters, manager Chicago branch Packard Motor Car Company.

H. A. Wehmeier, Community Motors, Oakland-Pontiac distributor.

The holdover directors are: Charles E. Gambill, Hupmobile distributor; George H. Bird, Bird-Sykes Company, Graham-Paige distributor; C. R. Dashiell, Dodge distributor, and J. R. Histed, Hudson Motor Company of Illinois

Among those who occupied seats of honor were former presidents of the association, including in the order of their service the following: Joseph G. Gunther, Ralph Temple, Walter L. Githens, Louis Geyler, Thomas J. Hay, N. H. Van Sicklen, Joseph F. Davis, George H. Bird, Leo A. Peil, Henry Paulman, Charles E. Gambill and O. G. Heffinger, present chief executive.

With the exception of Messrs. Gunther, Temple, Geyler, Van Sicklen, Paulman and Piel all are still identified with the motor trade. An absentee among the former executives was H. M. Allison, who for several years has been a resident of Denver where he has an interest in the Dodge agency.

Mr. Heffinger acted as toastmaster and introduced Capt. Rickenbacker, who chose as his topic "Transportation; Air, Land and Sea." He dwelt at length on the progress of aviation and complimented the activity at Washington in that direction.

C. C. Hanch, general manager of the National Association of Finance Companies, also was among the speakers.

Mr. Heffinger stated that the association had passed its twenty-third milestone and declared that it was one of the first if not the first automobile trade body of the kind in America.

Officers will be elected at the first meeting of the board of directors.

BUICK AND AIRPLANE EVEN AT TUG-OF-WAR

Minneapolis, June 12.—During the Northwest Aircraft Show held at Minneapolis, Minn., recently, the Pence Automobile Company, co-operating with the Mid-Plane Sales Company of Minneapolis, staged a tug-of-war between the Buick master sedan and Fairchild 220 horse power motor airplane. The contest, which was witnessed by 40,000 people, was adjudged a draw by the referees because of the fact that at the signal of the starter the airplane pulled the automobile back about one foot, but as soon as the car got traction it proceeded to regain the lost ground before the time was up.

W. L. M'CUTCHEON JOINS NEW ORLEANS COMPANY

Washington, D. C., June 12.—W. L. McCutcheon has resigned his position as branch manager for the Peerless Motor Company here, to accept the post of general manager for Ramaine-Manford Cadillac Company at New Orleans, La. Prior to his Washington connection, McCutcheon traveled the entire United States conducting special sales of both new and used cars.

New Chevrolet Sales Outlet at Detroit Opens

Special from A. D. N. Detroit Bureau

Detroit, June 12.—The new sales outlet of Chevrolet in Detroit is that of the Gratiot Chevrolet Company, recently completed. The organization has a specially designed building to accommodate the shape of its lot, the structure being 40x126 and equipped in the most approved fashion. A used car lot adjoins the building. Gratiot Avenue, on which the salesroom faces, is being widened to 104 feet, which will make it a super-highway comparable to Wider Woodward.

Theodore A. Peters is president of the company, with Frank S. Hogan as vice-president. H. F. Gorman is service manager. Mr. Peters was for eight years with the White truck organization and Mr. Hogan was a White truck man for eight years, besides twelve years' service in the truck department of Packard.

Durant Dealers in Huge Drive-Away

Washington, June 12.—Dealers from five states, Tennessee, Kentucky, West Virginia, Virginia and Maryland, today participated in the largest drive-away in the experience of the Washington branch of Durant Motors, Inc., and one of the largest in the history of the automotive trade in Washington.

The occasion, which was marked by the visit of more than 100 representatives of the company, was climaxed by a parade through the streets of the city, prior of the departure of the dealers for their home cities and towns.

T. S. Johnston, assistant to W. C. Durant; J. H. Newmark, advertising counsel of the corporation, and H. J. Shorter, assistant sales manager, were the factory representatives who came to Washington for the drive-away and business luncheon which preceded it. Each spoke briefly of the company's plans for the immediate future.

J. T. Powell, manager of the Washington branch, presided at the luncheon, which was given at the Hotel Raleigh.

New Jersey Tire Dealers Have Best May Business

By CHARLES S. ZACK

Newark, N. J., June 12.—**Wholesale and retail tire dealers throughout New Jersey report the biggest May turnover in their history and anticipate the biggest summer in dollar volume. Although a large number of new tire concerns have started business this spring, there appears to be enough for all with increased new car sales in the state, in addition to the thousands of extra machines coming daily into New Jersey due to the easy ingress by way of the Holland Vehicular Tunnel.**

The standard well-advertised tires are in demand. Dealers who carry practically all makes and those not so well known to the public report that motorists ask for a certain make tire, and if their size is not in stock, will go elsewhere. Unlike previous years, dealers say, cars will be found with one make of tire all-round, where in other days there were as many makes on a car as there were wheels.

A week before Memorial Day was the banner period of this season, dealers say, when they did a big business, although dollar volume was not as great as in many other periods. The dealer did, however, sell a large number of advertised tires by asking liberal allowances for their old tires and equipping the car all round with the particular brand they were handling.

Emil Dudrap of Union City, dealer in Michelin and Corduroy tires, says that he filled his back room with old tires he took off cars under his allowance plan. He said that he received a good offer from a used tire dealer for the lot, and that his profits will not be materially affected as a result of the pre-holiday rush.

The General Tire Company of Camden has achieved considerable success in its first year in business, celebrating its anniversary in May. Frank T. Austin, general manager, reports that the total sales during that period were more than $100,000 and that May sales were slightly more than 50 per cent. above the average for the preceding ten months.

General Manager Austin has been in the tire sales business for seven years and designed one of the first heavy-duty high-speed tires to be placed on the market. He is optimistic over business conditions for the balance of 1928.

The formation of the Trenton Tire Dealers' Association has done much to stabilize the tire business in that city, although it has had but two months of operation. The majority of the dealers in the city signed up, and the slogan adopted, "Only tires you can trust, sold and serviced by people you know all about," has instilled confidence in the buying public, according to F. C. Gladstone, president of the Gladstone Tire Service.

"It was to protect the motorist as well as ourselves that this association was formed," Mr. Gladstone says. "Buying tires is like buying diamonds, for faith in the dealer and confidence in his merchandise are the prime requisites for a satisfactory transaction. A tire that bears an unknown name, regardless of its apparently low price, is a dangerous thing to trifle with, and most motorists have learned the lesson.

"In the brief period of our organization we have started educating the rest of the tire buyers, and, although we are competitors, we are fair, and every dealer a member of the organization will go further with the motorist on adjustments and service than the motorist expects."

The Burnett Rubber Company of Newark, Jersey City and Orange, distributors of General tires, is anticipating a 100 per cent. increase in dollar volume this year over 1927, the banner year of the concern's existence. The company operates up-to-date drive-in stations as well as its distribution to other dealers in its territory.

Goodyear tire dealers throughout the state report increased sales since the visit to New Jersey of W. A. Hazlett, manager of the Eastern division, who held conferences with the dealers in their own counties and told them how to increase their sales.

F. J. Schwartstein of New Brunswick, wholesale and retail Goodrich tire dealer, reports increased sales, both to dealers and to motorists in this section. He recently announced seven new dealer accounts in New Brunswick and vicinity.

for Economical Transportation

CHEVROLET

Representative groups of Chevrolet dealers meet regularly with the advertising executives of the Chevrolet Motor Company to discuss Chevrolet advertising. These meetings are in keeping with the basic Chevrolet policy of maintaining the closest possible co-operation in every division of the business between Chevrolet dealers and the factory organization.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

QUALITY AT LOW COST

Bigger and Better

Automotive Daily News

"Of, By and For the Entire Automotive Industry"

Published Every Day Except Saturday and Sunday by
AUTOMOTIVE DAILY NEWS PUBLISHING CORPORATION,
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O. J. Elder, President; George M. Slocum, Vice-President; Alexander Johnston, Secretary.

WEDNESDAY, JUNE 13, 1928

Advertising Headquarters—1926 Broadway, New York, N. Y. **Telephone Trafalgar 4500** Harry A. Tarantous, Business Manager. George M. Slocum, Manager Detroit Bureau, General Motors Building, Detroit, Mich., phone Empire 3500; C. H. Shattuck, Western Manager, 168 North Michigan Ave., Chicago, Ill., phone Central 5936; Metz B. Hayes, New England Manager, Little Building, Boston, Mass.; Blanchard, Nichols & Coleman, American National Bank Building, San Francisco, Cal.; Lincoln Building, Los Angeles, Cal.; 1037 Henry Building, Seattle, Wash.; Philadelphia Office, 15th and Cherry Stree's.

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Bus Progress

FEW of us realize the extent to which motor bus transportation is entering into the life of this country. We realize vaguely that there are many motor bus lines, but the enormous part they are playing in carrying our people hither and yon is missed by the man in the street.

Official figures on motor bus operation during 1927 have just been issued by the American Automobile Association. They show that buses last year carried 2,500,000,000 people. Bus lines now traverse routes totaling 635,609 miles, as against 297,094 miles of steam and electric lines. On January 1, 1928, 22,611 companies were operating 85,636 motor bus units. The investment of these companies in rolling stock, equipment, etc., runs above the $500,000,000 mark.

No fewer than sixty-four railways have actually accepted the bus for service complementary to their regular steam and electric service. These roads use upward of 1,000 buses.

When we remember that motor bus transportation in any important sense is only about five years old, if the strides made in that short time are any criterion, the progress of the next five years is going to be almost unbelievable to us today. No branch of the automotive field holds out greater opportunities for the earnest and energetic man than the motor bus division in all its several phases.

World Motors

VERY interesting are the world motor vehicle census figures recently released by the Department of Commerce in Washington. These statistics show that there were on January 1, 1928, 29,687,300 motor vehicles in use throughout the world. Today this total is undoubtedly well over the 31,000,000 mark.

While the United States is very far in the lead as a user of motor transportation, 23,262,183 motor vehicles being registered here, the real interest in the compilation lies in the gains that are being shown by other nations. Every one understands that the United States is practically a completely motorized country, but these world census figures prove that the rest of the world is waking up. The fact that the rest of the world has in use approximately 6,500,000 motor vehicles is a most significant and encouraging thing. The dream of a completely motorized world becomes less nebulous with each year's census figures.

However, six and a half million motor vehicles scattered among a population of a billion or so people, still leaves a very satisfactory field for cultivation by our wideawake and energetic export industry.

Body Developments

SOME years ago the trade press began to chronicle the rise of the closed car. Year by year this development went on. The sedan, the coupe and the coach grew in popularity, gradually displacing the touring car and the roadster as the accepted standards in body practice. As production of closed models increased, the makers were able to lower costs. The cheapest closed models became the price used in advertising the line, a position long occupied by the touring car.

Now it looks as if another revolution in body styles were upon us. Year by year the popularity of the convertible type is increasing. We have no figures at the moment to show what percentage of production goes into convertibles, but there is no question that it is growing. This development gives the body designers some nice problems to solve in producing convertible models than can readily be placed on a mass production basis to bring down the price to the levels that have been accepted as present day standards.

Here and There in the Trade Headlines—By MacConachie

I'M ON A ONE WAY OCEAN-GOING THE WRONG WAY
A MOTORIST IN A COUNTRY WITHOUT GOOD ROADS IS LIKE A SHIP-WRECKED SAILOR
COMPULSORY POLITICAL INTELLIGENCE NOT COMPULSORY INSURANCE
WHY SHOULD A LOT OF GRAFTING POLITICIANS SADDLE US WITH LAWS TO SWELL THEIR BOODLE BAG?
DON'T PICK ON THE MOTORIST HE'S PICKED CLEAN NOW!
PARADE OF THE MOTORISTS ON INDEPENDENCE DAY.
GMAC '28
RIGHT OFF THE BOAT
TAKE SELLING SCHEMES
DEALER
BEWARE OF THE HIGH TENSION SELLING GENIUS WHO CLAIMS HE CAN CLEAN YOUR SHELVES WITH A WAVE OF HIS WAND

Automotive Radio Programs

The hours given are Eastern Daylight Saving Time.

WEDNESDAY, JUNE 13

8.30-9.00 P. M.—Mobo Crusaders, WOR, WFBL, WMAK, WNCA, WEAN, WCAO, WCAU, WJAS.

9.00-10.00 P. M.—Philco Hour, WJZ, WHAM, KYW, KWK, WBAL, WBZ, WBZA, KDKA, WJR.—Victor Herbert operetta, "Her Regiment."

9.30-10.30 P. M.—Goodrich Silvertown Quartet and Orchestra, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WLIT, WRC, WGY, WGR, WCAE, WTAM, WWJ, WSAI, WGN, KSD, WCCO, WOC, WHO, WOW, WDAF, KVOO, WFAA, KPRC, WOAI, WHAS, WSM, WMC, WSB, WBT.

THURSDAY, JUNE 14

10.30 P. M.—Michelin Hour, WJZ, WBZ, WBZA, WBAL, WHAM, KDKA, WLW, WJR, KYW, KWK, WREN. The program follows:—
"Breezing Along with the Breeze," quartet; "Lucky in Love," into "Lucky Day," orchestra; "Solveig's Song," Greig, orchestra; "After My Laughter Came Tears," into "Smiles" quartet; "Humoresque,"

MONDAY, JUNE 18

9.30-10.00—General Motors Family Party, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WLIT, WRC, WGY, WGR, WCAE, WTAM, WWJ, WSAI, WGN, WTMJ, KSD, WCCO, WOC, WHO, WOW, WDAF, KVOO, WFAA, KPRC, WOAI, WHAS, WSM, WMC, WSB, WBT, WJAX.

10.30-11.00 P. M.—Fisk Time-to-Retire Boys, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WLIT, WRC, WGY, WGR, WCAE, WWJ, WSAI, WEBH, WTMJ, KSD, WCCO, WOC, WHO, WOW, WDAF, KVOO, WFAA, KPRC, WOAI, WHAS, WSM, WMC, WSB, WBT, WTAM.

TUESDAY, JUNE 19

7.30-8.00 P. M. — Soconyland Sketches, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WGY, WGR.

8.30-9.00 P. M.—Seiberling Singers, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WFI, WRC, WGY, WGR, WCAE, WTAM, WWJ, WSAI, WEBH, KSD, WCCO, WOC, WHO, WOW, WDAF, KVOO, WFAA, KPRC, WOAI, WHAS, WSM, WMC, WSB.

9.00-10.00 P. M.—Eveready Hour, WEAF, WEEI, WJAR, WFI, WRC, WGY, WGR, WCAE, WTAM, WWJ, WSAI, WGN, KSD, WCCO, WHO, WDAF, WHAS, WSM, WMC, WSB.

WEDNESDAY, JUNE 20

8.30-9.00 P. M.—Mobo Crusaders, WOR, WFBL, WMAK, WNCA, WEAN, WCAO, WCAU, WJAS.

9.00-10.00 P. M.—Philco Hour, WJZ, WHAM, KYW, KWK, WBAL, WBZ, WBZA, KDKA, WJR.

9.30-10.00 P. M.—Goodrich Silvertown Quartet and Orchestra, WEAF, WEEI, WTIC, WJAR, WTAG, WCSH, WLIT, WRC, WGY, WGR, WCAE, WTAM, WWJ, WSAI, WGN, KSD, WCCO, WOC, WHO, WOW, WDAF, KVOO, WFAA, KPRC, WOAI, WHAS, WSM, WMC, WSB, WBT.

THURSDAY, JUNE 21

10.30 P. M.—Michelin Hour, WJZ, WBZ, WBZA, WBAL, WHAM, KDKA, WLW, WJR, KYW, KWK, WREN. The program follows:—

SUNDAY, JUNE 24

9.15-9.45 P. M.—Atwater-Kent Radio Hour, WEAF, WEEI, WRC, WGR, WCAE, WWJ, WSAI, WGN, KSD, WCCO, WGY, WOC.

Other Radio Programs

Kozak Hour, from WHT, Chicago, Tuesdays, Wednesdays, Thursdays, Fridays and Saturdays, 7.15-8 p. m., Eastern Daylight Saving Time.

Hotel Gibson

RALPH HITZ-Manager

Live as luxuriously as a king and enjoy an association with the best at most modest prices. The Florentine Room called America's most beautiful restaurant satisfies any epicurean whim. The Tea Room and Coffee Shop serves delicious a-la carte dinners.

1000 Rooms with Baths—$3.00 and upwards.

Cincinnati

New York's Newest and Finest Hotel

SMARTLY NEAR THE CENTER OF THINGS

Around the corner from New York's exclusive shopping district, readily accessible to leading theatres, and railroad terminals, yet in a neighborhood socially correct and away from the noise and turmoil of the business district. The Park Central enjoys a location distinctly unique in its advantages.

Come to The Park Central, New York's newest and finest hotel, where you will find advantages heretofore unkown to American Hostelries—Radio outlets . . . Electric Refrigeration . . . Five Period Salons and Roof Patios for private social functions . . . Swimming Pool . . . Grille Room featuring Arnold Johnson and his world-famous orchestra . . . other features equally unusual and desirable. Single rooms five dollars per day and up, double rooms eight dollars per day and up.

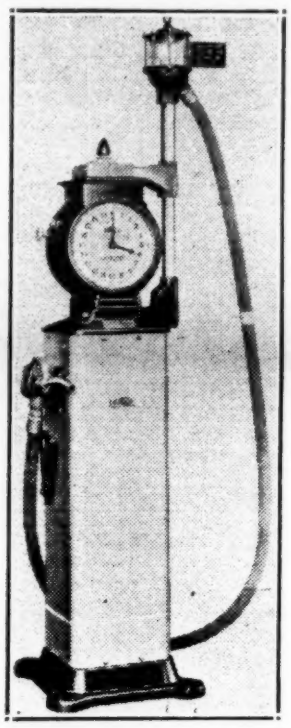
THE PARK CENTRAL
FIFTY-FIFTH STREET AT 7th AVENUE
NEW YORK CITY

New Accessories, Parts, and Equipment

BOLENS HYDRAULIC JACK

The Bolens hydraulic jack for passenger cars and trucks operates on oil pressure and is said to offer a speedy and easy lift. When the repair has been completed the car is easily lowered by a slight jerk on the handle. Furnished in five different models for passenger car and three models for trucks and buses. This jack folds neatly and can be conveniently carried under the seat. Manufactured by the Gilson Manufacturing Company, Port Washington, Wis.

NEW BOWSER FUELING UNIT



S. F. Bowser & Co., Inc., Fort Wayne, Ind., have designed and placed on the market a new gasoline dispensing unit which is known as their Figure 300 Xacto Sentry.

The complete Xacto Sentry line has a number of features adapted not only to present conditions but to the future as indicated by the trend of present events. The recording instrument is the Xacto Meter measures by volumetric displacement of liquid passed through it, and is not affected, it is said, by pressure or rate of flow. The Xacto Sentry affords visibility of operation through double dials, one on each side, ten inches in diameter, which are illuminated at night. The long red hand on the dial has to travel thirty inches to record delivery of one gallon; a bell rings each time it completes a revolution. The shorter black totalizer hand trips after each gallon is delivered, and shows the total up to twenty gallons and then repeats. Both hands may be returned to zero by a turn of the knob on the head. There is a totalizer set in the dial, which is operated by the Xacto Meter. This shows the total gallonage delivered by the Xacto Sentry up to 100,000, and then repeats. The readings from the totalizer are available only to the holders of the key to the shield which ordinarily covers it. Readings taken from the totalizer give a check on the amount of gasoline dispensed for any given period. The gasoline passes through a sight bowl before entering the hose. A large float, heavily marked "To car," is raised up into plain view in the bowl when gasoline is being delivered. The Xacto Sentry is operated by hand, air pressure or by a motor-driven pump away from the unit itself. All but the hand operated model control the gasoline delivery at the nozzle of the hose by a pistol grip self-closing nozzle.

IDEAL HOSE COUPLING CLAMPS

A new heavy cold rolled steel coupling clamp for water pumps, generators and magneto shafts has just been placed on the market by the Ideal Clamp Manufacturing Company, Inc., Brooklyn, N. Y. The clamp is ¾ inch wide and has smooth round edges to prevent cutting the hose. In making the connection the bolt is passed through the clamp and hose and tightened, only one bolt and nut being required for the connection. Offered in four sizes to Autolite, Delco, Flint, Remy, Star 4, Dodge, Marmon, Star, Hudson and Essex; priced without bolts, $10 to $12 per hundred. With bolts, $20 to $25 per hundred.

NEW CONTROL FOR AUTOMATIC ARC WELDING ELIMINATES ARC CRATER

The General Electric Company, Schenectady, N. Y., announces an improvement in the control equipment used with its automatic arc-welding heads, by means of which the feed of electrode wire is stopped a short time before shutting off the welding current at the end of the weld. This serves two purposes. First, it clears the electrode from the weld, and, second, it fills in the crater which is inevitably left at the end of the weld when the arc is cut off short. According to the manufacturer, it is always desirable to have the electrode clear of the weld when removing the work from the clamping fixture to prevent the end of the wire from dragging. This is of particular importance with large sizes of wire. Many users of arc welding also want to eliminate the undesirable crater, as they find its presence is objectionable, especially on circular welds of small diameters, where one end of the weld is lapped over on the other end. The General Electric control panel for its automatic arc-welding heads is controlled by a "START—STOP" push-button station. Mounted on the panel are a line contactor of suitable size for the welding current, an arc-voltage regulating relay and relays for controlling the travel motor and for clearing the electrode from the weld. The rheostats for controlling the arc voltage and the speed of the electrode motor are mounted on the outside of the sheet metal inclosing case. A small meter panel is used for indicating the arc voltage and welding current.

In operation, when the end of the weld is reached, the operator pushes the "stop" button, which opens the auxiliary contactor. This in turn stops the electrode motor and opens the magnetic clutch circuit, thus stopping the wire feed. The line contactor remains closed for a short time, because of the action of a time-delay relay. This allows the arc to burn back the electrode sufficiently to clear the weld and also to fill in the crater. The time-delay relay then opens, and in turn opens the line contactor, and stops the travel motor by opening the travel relay.

BRANICK COMPRESSED AIR TIRE SPREADER

Operating by compressed air from the regular tire inflating air line this new device by the Branick Vulcanizing Company, 812 Front St., Fargo, N. D., is said to spread the tire casing wide open so that the customer can see immediately the condition of his tire. This device is said to open any sized casing in four seconds and holds the casing open all around for inspection, cleaning, cutting down, skiving, buffing, cementing or rebuilding. It is offered in two models, for attaching to the wall or equipped with pedestal stand. The wall type weighs 140 pounds crated for shipment, equipped with pedestal base the device weighs 240 pounds. Both types require space 20 by 31 inches for installation in the shop. Sold through the Zinke Company, 1323 South Michigan Boulevard, Chicago, Ill.

JOHNSON MAGIC SOLDER

The J. Linn Johnson Manufacturing Company, 20 Le Grand Ave., Wilkes-Barre, Pa., is offering a new soldering material which is claimed to work without soldering irons, acid or salts. This material is said to be suitable for repair work on cracked automobile cylinders, cast iron engine blocks, crank cases, cylinder heads, pumps, radiators. The repair is made by heating the part to be repaired to a temperature of about 400 degrees and then pressing the solder against the part. The solder itself is of gray color and blends with the cast iron or steel, but can be used in repairing all metals. Priced, sample bar, $1. Six bars, $4.

NEW BOYCE MOTO METERS FOR CHEVROLET AND MODEL "A" FORD

Three new Boyce MotoMeters of the "Red Ball" type, specially designed for Ford and Chevrolet cars, are being introduced by the Moto-Meter Company, Inc., Long Island City, N. Y.

The illuminated "Red Ball" model "CL," specially designed for mounting on the dashboard of the Chevrolet car, is identical in appearance to the other distance type Boyce MotoMeters possessing the "Red Ball" feature.

The silver dial, with the Chevrolet name plate in color, indicates the performance of the motor by showing a cold engine, the normal driving range and steam or danger.

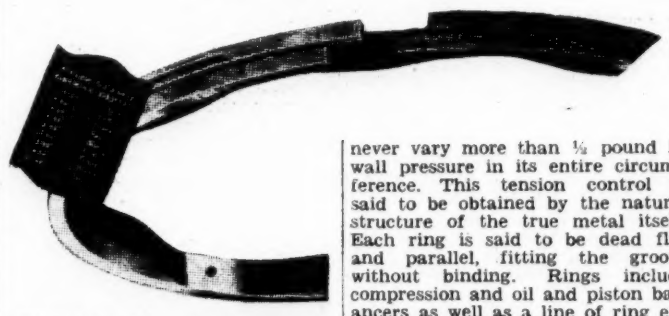
The green spot on the dial indicates proper motor temperature, but as soon as overheating takes place and the danger point is reached, the "Red Ball" flashes a warning to stop and investigate.

Illumination is provided for night driving by a regular tail-light bulb, which, being placed behind the dial, glows through the red or green disc, making the warning as efficient at night as during the day.

While identical to the model CL in operation, the model CS is provided with an arm for mounting on the steering column of the Chevrolet car. This special mounting arm, finished in black enamel, holds a simple strap that fits around the steering column, quickly securing the instrument right under the driver's eyes, making it unnecessary to drill through the dashboard.

The illuminated Red Ball, model FS, has a silver dial, with the inscription "made for the model A Ford car" in color, together with a black enamel mounting arm specially designed to fit the steering column of the new Ford car. The new models retail at $8 for the dashboard type and $8.50 for the steering column type.

DIAMOND PISTON RINGS



Diamond piston rings made by the Diamond Piston Ring Company, Baltimore, Md., are said to be engineered and designed with such precision that each ring will never vary more than ½ pound in wall pressure in its entire circumference. This tension control is said to be obtained by the natural structure of the true metal itself. Each ring is said to be dead flat and parallel, fitting the groove without binding. Rings include compression and oil and piston balancers as well as a line of ring expanders. Expanders for different depth grooves are furnished in various colors so that there can be no mistake about which type of expander to use.

Up! Up! Up!

Sales of the Whippet were 91% higher in February than in January. They were 44% greater in March than in February. April was 17% ahead of March and May 14% ahead of April.

Plant facilities are being still further expanded to meet the increasing demand for this unprecedentedly popular car.

WILLYS-OVERLAND, INC., TOLEDO, OHIO
WILLYS-OVERLAND SALES CO., LTD., TORONTO, CAN.

FOURS WHIPPET SIXES

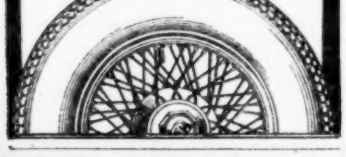
BUFFALO Wire Wheels help you to sell more cars

Capitalize on the Vogue for Buffalo Wire Wheels!-Their trim beauty smartens any car and their rugged strength is an assurance of safety.

Buffalo Wire Wheels have been used for many years by America's Leading Car Manufacturers — They are made for all types of cars

Write for details!

WIRE WHEEL CORPORATION OF AMERICA
BUFFALO N.Y.



AIRPLANE RIMS INCLUDED IN MAY OUTPUT REPORT

(Continued from page 1)

five months was: 1928, 9,384,878; 1927, 8,662,079, a gain of 722,799.

The biggest gain in truck rim production was in the 20-inch size for light trucks. The figures are:—

	May 1928	May 1927
20-inch	357,378	155,238
22-inch	349	
24-inch	16,647	11,444
Totals	374,474	166,682

The totals for the five-month periods were:—

	1928	1927
20-inch	1,045,876	797,434
22-inch	2,998	696
24-inch	64,432	47,730
Totals	1,113,266	845,860

Total production by classes for the month was:—

	May 1928	May 1927
Motorcycle	6,651	13,684
Airplane	2,976	
Truck	374,474	166,682
Passenger	1,801,491	1,978,842
Totals	2,185,592	2,169,208

Total production by classes for the five-month period was:—

	1928	1927
Motorcycle	38,751	35,379
Airplane	7,591	
Truck	1,113,266	845,860
Passenger	9,384,878	8,662,079
Totals	10,544,586	9,543,318

Production by sizes for the month as compared to May, 1927, was:—

	May, 1928	May, 1927
Motorcycle—		
24x3	628	4,458
26x3	5,722	9,087
28x3	301	139
Clincher—		
30x3½	38,191	69,685
31x4	405	....
18-Inch Balloon—		
18x3½	....	....
18x4	139,337	92,657
18x3.25	15,285	....
18x4½	22,790	4,478
18x5	58	....
19-Inch Balloon—		
19x3½	222,845	117,356
19x4	217,348	246,346
19x3.25	4,741	....
19x4½	93,193	45,111
19x5	1,658	10
20-Inch Balloon—		
20x2.75	4,048	....
20x3½	48,503	16,914
20x4	258,847	169,738
20x4½	23,577	37,735
20x5	48,307	39,894
20x6	12,355	....
21-Inch Balloon—		
21x3½	66,613	763,898
21x2.75	556,611	....
21x4	57,779	244,906
21x4½	36,168	87,607
21x5	525	9,734
21x6	....	4,166
22-Inch Balloon—		
22x3½	....	....
22x4	709	1,013
22x4½	....	....
High Pressure—		
30x3½-23	10,508	6,282
31x4 -23	640	....
32x4½-23	7,158	11,495
32x4 -24	10,978	18,954
32x4½-24	....	....
32x3½-25	....	....
33x4 -25	....	510
34x4½-25	2,914	353
20-Inch Truck—		
30x5	185,023	126,661
32x6	50,735	20,176
34x7	14,171	4,794
36x8	7,549	3,308
40x10	....	299
22-Inch Truck—		
36x7	149	....
38x8	200	....
24-Inch Truck—		
34x5	2,459	2,393
36x6	4,210	5,068
38x7	5,159	3,338
40x8	4,799	645
44x10	....	....
Airplane—		
12x3	11	....
24x3	....	....
20x3½	49	....
26x3½	....	....
20x4	20	....
20x5	8	....
32x6	380	....
18x4 Cl	2,508	....

Production by sizes for the five-month periods was:—

	1928	1927
Motorcycles—		
24x3	17,800	16,378
26x3	20,198	18,081
28x3	753	920
Clincher—		
30x3½	175,376	365,940
31x4	1,968	9,828
18-Inch Balloon—		
18x3½	9,362	160
18x4	609,420	411,733
18x3.25	15,285	....
18x4½	53,633	18,634
18x5	78	242
19-Inch Balloon—		
19x3½	961,300	315,336
19x4	997,006	342,322
19x3.25	4,741	....
19x4½	463,785	223,939
19x5	1,690	1,187
20¾-Inch Balloon—		
20x2.75	4,048	....
20x3½	313,590	97,598
20x4	1,572,794	1,166,789
20x4½	162,653	172,137
20x5	238,218	123,734
20x6	54,423	....
21-Inch Balloon—		
21x3½	292,677	3,232,546
21x2.75	2,763,044	....
21x4	376,045	1,237,709
21x4½	220,792	591,568
21x5	6,156	92,148
21x6	1,385	31,600
22-Inch Balloon—		
22x3½	1,509	146
22x4	1,565	3,496
22x4½	640	4,055
High Pressure—		
30x3½-23	26,947	41,617
31x4-23	640	1,991
32x4½-23	28,571	88,572
32x4-24	29,811	71,377
33x4½-24	406	395
32x3½-25	....	2,196
33x4-25	1,293	2,128
34x4½-25	4,127	11,016
20-Inch Truck—		
30x5	806,739	678,729
32x6	161,593	85,205
34x7	47,323	24,744
36x8	28,039	8,154
40x10	2,142	602
22-Inch Truck		
36x7	2,798	696
38x8	200	....
24-Inch Truck—		
34x5	9,038	15,442
36x6	19,982	18,111
38x7	22,559	8,644
40x8	12,373	5,533
44x10	480	....
Airplane—		
12x3	11	....
24x3	56	....
20x3½	226	....
26x3½	345	....
20x4	20	....
20x5	8	....
32x6	2,066	....
18x4 Cl	4,859	....

F. L. JEWETT, FORMER PAIGE VICE-PRESIDENT, DEAD

Special from A. D. N. Detroit Bureau

Detroit, June 12.—Word has been received here of the death of Frederick L. Jewett at New London, Conn. Mr. Jewett was a cousin of Harry M. and Edward H. Jewett, formerly of the Paige-Detroit Motor Car Company, and was himself a vice-president of that company at one time. Burial was in Lyme, Conn.

TOLEDO BUILDING PERMITS INCREASE IN MAY

TOLEDO, June 12.—The mortgage loans in May increased over the April total, but value of building permits was lower, due to the start of construction in April of a new $1,500,000 theater and a business block. During May 715 building permits were issued for $1,421,376, compared with 697 for $3,097,515 in April.

Rubber Exports For April Drop

(Continued from page 1)

per cent. in value as compared with March.

Cuba and Australia were the outstanding markets. Cuba was the most important market in April for miscellaneous casings and tubes, while British India led in miscellaneous solid tires, taking a value of $31,394.

April exports of tire repair materials declined in value below March by 31 per cent., the important markets being Australia, Canada and Argentina.

SPARKS-WITHINGTON DECLARES 10% DIVIDEND

Detroit, June 12.—Sparks-Withington Company has declared a stock dividend of 10 per cent., payable July 15 to stock of record July 2, and the regular quarterly cash dividend of 75 cents, payable June 30 to stock of record June 20.

URUGUAY ROAD PROGRESS

Washington, June 12.—Uruguay continues to make steady progress in road development and now has 4,453 kilometers of national roadway and more than 9,500 kilometers of departmental road, according to a report recevied by the Department of Commerce.

Passenger Car Equipment and Accessories

Name and Model	Speedometer	Clock	Fuel Gauge	Lock	Spark Plugs	Battery	Heat Indicator	Cig. Lighter	Smok. Set	Van. Set	Make of Body Finish Used	Stop Light	Parking Light	Windshield Wings	Heater	Front Bumper	Rear Bumper	Wire Wheels*	Shock Absorber
Auburn 115	Ste	—	K-S	Ele	Cha	USL•	Moto-M	Cun	G R	—	Mur	Ind	In	*Troy	*Gla	Balc	Balc	Day	cLov
Auburn 88	Ste	—	K-S	Ele	Cha	USL	Moto-M	Cun	G R	—	Mur	Ind	—	*Troy	*Gla	Balc	Balc	Day	cLov
Auburn 76	Ste	—	K-S	Ele	Cha	USL	Moto-M	—	—	—	Mur	Ind	—	*Troy	*Gla	Balc	Balc	Day	cLov
Buick 115	A C	—	Gro	Her	A C	Ex	A C	Cas	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Buick 120	A C	—	Gro	Her	A C	Ex	A C	Cas	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Buick 128	A C	—	Gro	Her	A C	Ex	A C	Cas	Fis	Fis	Duco	D-R	D-R	—	—	—	—	Buffalo	cLov
Cadillac	A C	Jag	Nag	Ele	A C	Ex	A C	Cas	Fis	Fis	Duco	Own	Hal	Trico	*Kel	USE	USE	Buffalo	cLov
Chand. Spec. 6.	Ste	—	Moto-M	Ele	A C	Pre	Moto-M	—	†GR	—	Own	Sto	Cor	†John	—	Ster	Ster	K-H	*Lov
Chandler Big 6.	Ste	†Ster	Moto-M	Ele	A C	Pre	Moto-M	†Cun	GR	GR	Own	Sto	Cor	†John	Per	Ster	Ster	K-H	*Lov
Chand. Royal 8.	Ste	Ster	Moto-M	Ele	A C	Pre	Moto-M	Cun	GR	GR	Own	Sto	Cor	†John	Per	Ster	Ster	K-H	*Lov
Chevrolet AA	A C	—	—	*Ign	A C	USL, Ex	—	—	Fis	—	Duco	D-R	—	—	Own	Own	Own	—	—
Chrysler 52	Ste	—	Roc	Sha	A C	Wil	—	—	Own	—	Duco	Hal	—	—	—	—	—	—	—
Chrysler 62	Ste	—	Moto-M	Sha	A C	Wil	Moto-M	—	Own	—	Duco	Hal	—	Kok	—	Ste	Ste	—	Wee
Chrysler 72	A C	—	Moto-M	Ele	Cha	Wil	Moto-M	—	Own	—	Duco	Hal	—	Kok	—	Ste	Ste	—	Has
Chrysler 80	A C	Ster	Moto-M	Ele	Cha	Wil	Moto-M	Cas	Cas	Cas	DucoVal	Hal	—	Kok	Bov	Ste	Ste	Buffalo	Wat
Davis 99	Ste	—	Moto-M	Joh	A C	Wil	Moto-M	—	G R	G R	Duco	Cor	—	—	Per	Balc	Balc	—	cHex
Dodge Senior 6.	NE Wi	El	Moto-M	B&S	Cha	Wil	Moto-M*	—	G R	ElG R	—	Cor Ind	Cor	Ind —	—	CG	CG	—	cWat
Dodge Victory 6.	N E	—	Moto-M	B&S	Cha	Wil	—	—	G R	G R	—	Cor Ind	Cor	Ind —	—	CG	CG	—	cWat
Dodge Std. 6	N E	—	Moto-M	B&S	Cha	Wil	—	—	G R	G R	—	Cor Ind	Cor	Ind —	—	CG	CG	—	—
Durant Four	Ste	—	Roc	—	A C	USL	—	—	—	—	VEP	Cor	—	†Kok	—	Bad	Bad	—	—
Durant 65	Ste	—	Nag	—	A C	USL	Safe T	—	—	—	VEP	Cor	—	Kok	—	Bad	Bad	—	Gab
Durant 75	Ste	—	Nag	Sha	A C	USL	Safe T	—	—	—	VEP	Cor	—	—	—	†Bad	†Bad	—	Lov
Durant 55	Ste	—	Roc	Sha	A C	USL	—	—	—	—	VEP	Cor	—	—	—	Bad	Bad	—	—
Elcar 6-70	Ste	—	Ster	Joh	A C	USL	Moto-M	—	—	—	yMur	Bro	Hal	Yes	—	—	—	—	—
Elcar 8-78	Ste	—	Ster	Joh	A C	USL	Moto-M	—	—	—	—	Bro	Hal	Yes	—	—	—	—	—
Elcar 8-82	Ste	—	Ster	Joh	A C	USL	Moto-M	—	—	—	—	—	—	Yes	Yes	Yes	Yes	—	Lov
Elcar 8-91	Ste	Ster	Nag	Joh	A C	USL	Moto-M	Yes	—	—	—	—	—	Yes	Yes	Yes	Yes	—	Lov
Elcar 8-92	Ste	Ster	Nag	Joh	A C	USL	Moto-M	Yes	—	—	—	—	—	Yes	Yes	Yes	Yes	—	Lov
Erskine Six	Ste	—	K-S	Her	Cha	Wil	—	—	—	—	Gli	Yes	Yes	—	—	—	—	—	—
Essex Super 6.	Ste	—	K-S	Ele	A C	Ex	Moto-M	—	—	—	sDitz	Rea	—	—	—	—	—	—	—
Falcon-Knight	Ste	—	Nag	—	Cha	USL	—	—	—	—	Mou	Rea	—	—	—	—	—	Buffalo	bHex
Ford A	Ste	—	Roc	Ele	Cha	Own	—	—	—	—	—	Yes	—	—	—	—	—	—	cHou
Franklin Airm'n	Wal	Wal	Nag	Ele	Cha	West	—	Cas	Own	Own	DucoVal	Bro	Bro	J H	—	CG	CG		cWat
Gardner 95	Ste	Phi	Moto-M	D-R	Cha	Pre	Moto-M	Con	G R	—	Lac	Cor	Cor	—	—	Balc	Balc	—	Wat
Gardner 85	Ste	—	Moto-M	D-R	Cha	Pre	Moto-M	—	—	—	Lac	Cor	Cor	—	—	Balc	Balc	—	Lov
Gardner 75	Ste	—	Moto-M	D-R	Cha	Pre	Moto-M	—	—	—	Lac	Cor	—	—	—	CG	CG	—	Gab
Graham-Pg 610.	N E	—	K-S	N E	A C	Wil	Moto-M	Cun	—	—	Ditz	Cor	Cor	—	—	Ste	Ste	—	Hex
Graham-Pg 614.	N E	—	K-S	Her	Cha	Wil	Moto-M	Cun	—	—	Egyp	Cor	Cor	—	—	Ste	Ste	—	Has
Graham-Pg 619	N E	†Ster	K-S	Her	Cha	Wil	Moto-M	Cun	†G R	†G R	Ditz	Cor	Cor	—	—	Ste	Ste	—	cWat
Graham-Pg 629	N E	†Ster	K-S	Her	Cha	Wil	Moto-M	Cun	†G R	†G R	Ditz	Cor	Cor	—	—	Ste	Ste	—	Wat
Graham-Pg 835	N E	†Ster	K-S	Her	Cha	Wil	Moto-M	Cun	†G R	†G R	Ditz	Cor	Cor	—	—	Ste	Ste	—	Wat
Hudson Super 6	Ste	—	K-S	Ele	A C	Ex	Moto-M	—	Yes	Cas	sDuco	Bro	—	—	—	—	—	Buffalo	Wat
Hupmob Ctry 6	Ste	—	Ster	Clum	Cha	Wil	Moto-M*	—	—	—	DucoVal	Own	Hal	Ben	—	Al	Al	—	Gab
Hupmobile E-3	Ste	Phi	Moto-M	Corb	Cha	Wil	Moto-M*	—	Yes	Yes	DucoVal	Own	—	Ben	—	CG	CG	—	cGab
Hupmob. Ctry 8	—	—	—	—	—	—	Moto-M*	—	—	—	DucoVal	—	—	—	—	—	—	—	—
Jordan RE	Ste	Ster	Nag	Her	Cha	Wil	Moto-M	—	Elg	Elg	sDucVal	Gui	Gui	A M	—	Bif	Bif	K-H	Hou
Jordan JE	Ste	Ster	Nag	Her	Cha	Wil	Moto-M	—	Elg	Elg	sDucVal	Gui	Gui	—	—	Bif	Bif	K-H	Hou
Kissel 6-55	A C	Yes	Gro	Ign	A C	Wil	A C	—	—	—	Duco	Sto	Sto	—	Per	Own	Own	Buff'lo	cWah
Kissel 6-70	A C	Yes	Gro	Ign	A C	Wil	A C	—	—	—	Duco	Sto	Sto	—	Per	Own	Own	Buff'lo	cWah
Kissel 8-80	A C	Yes	Gro	Ign	A C	Wil	A C	—	—	—	Duco	Sto	Sto	—	Per	Own	Own	Buff'lo	cWah
Kissel 8-90	A C	Yes	Gro	Ign	A C	Wil	A C	—	—	—	Duco	Sto	Sto	—	Per	Own	Own	Buff'lo	cWah
LaSalle	A C	Jag	Nag	Ele	A C	Ex	A C	Cas	Fis	Fis	Duco	Own	Hal	Trico	*Kel	USE	USE	Buffalo	cLov
Lincoln 8	Wal	Wal	K-S	Yal	Cha	Ex	—	Cun	Cun	Cas	DucoVal	Own	Own	Own	—	Bif	Bif	Buffalo	Hou
Locomobile 8-70	Ste	Phi	Moto-M	—	Cha	USL	Moto-M	Cas	—	G R	Duco	Hal	—	—	—	Buck	—	Day	cLov
Locomobile 8-80	Ste	Phi	Moto-M	Joh	Cha	USL	Moto-M	Cas	AWS	G R	Duco	Hal	—	—	—	Buck	—	Day	cLov
Locomobile 90	Wal	Wal	U S	Yal	Cha	USL	—	Met	G R	G R	Duco	Aga	—	—	—	Buck	—	—	cLov
Locomobile 48	Wal	Wal	Bos	Yal	Cha	Pre	—	Met	G R	G R	Duco	Aga	—	—	—	Buck	—	—	cLov
Marmon 68	Ste	—	Moto-M	Tra	Cha	Pre	Moto-M	Cas	*AWS	*AWS	DucoVal	Hal	Hal	Per	—	CG	CG	Day	Lov
Marmon 78	Ste	Ster	Moto-M	Tra	Cha	Pre	Moto-M	Cas	Elg	Elg	DucoVal	Hal	Hal	Per	—	Ste	Ste	Day	Lov
Marmon 75	Wal	Wal	Nag	Tra-Ign	Cha	Pre	Moto-M	Cas	AWS	AWS	DucoVal	Hal	Hal	Per	—	Ste	Ste	Buffalo	Lov
McFarlan Str. 8	Wal	Wal	Gro	D-R	A C	Wil	Moto-M	Cas	Elg	Cas	rDuco	Ind	Ind	Yes	Per	Bif	Bif	Buffalo	Wat
McFarlan TV	Wal	Wal	Gro	—	A C	—	Moto-M	Cas	Elg	Cas	rDuco	Ind	Ind	Yes	Per	Bif	Bif	Buffalo	Hou
Moon 6-68	Ste	—	Moto-M	Joh	Cha	USL	—	—	—	—	sGli	—	—	—	—	—	—	—	aHar
Moon 6-62	Ste	—	Moto-M	Joh	Cha	USL	—	—	—	—	sGli	Ind	—	Yes	—	Yes	Yes	—	aHar
Moon 6-72	Ste	—	Moto-M	Joh	Cha	USL	Moto-M	—	—	—	sGli	Ind	—	—	—	Yes	Yes	—	aHar
Moon 8-75	Ste	Hun	Moto-M	Joh	Cha	USL	Moto-M	Yes	G R	G R	sGli	Ind	—	Yes	Hill	Yes	Yes	—	aHar
Moon 8-80	Ste	—	Moto-M	Joh	Cha	USL	Moto-M	—	—	—	sGli	Ind	—	—	—	Yes	Yes	—	aHar

Passenger Car Equipment and Accessories

Name and Model	Speedometer	Clock	Fuel Gauge	Lock	Spark Plugs	Battery	Heat Indicator	Cig. Lighter	Smok. Set	Van. Set	Make of Body Finish Used	Stop Light	Parking Light	Windshield Wings	Heater	Front Bumper	Rear Bumper	Wire Wheels*	Shock Absorber
Nash Adv. 6....	Ste	†GE	K-S	B & S	AC	Wil	Moto-M	—	†Yes	†Yes	xDuc	Yes	—	—	—	Yes	Yes	—	cWat
Nash Special 6	Ste	—	K-S	B & S	AC	USL	—	—	GR	GR	xDuc	Yes	—	—	—	—	—	—	cGab
Nash Stand. 6...	A C	—	K-S	B & S	AC	USL	—	—	—	—	xDuc	Yes	—	—	—	†Yes	†Yes	—	bWah
Oakland All-Am	A C	—	K-S	D-R	AC	Wil	—	—	†Fis	†Fis	Duco	D-R	Ind	—	—	CG	CG	Buffalo	cLov
Oldsmobile	A C	—	K-S	D-R	AC	Wil	A C	—	†Fis	—	Duco	D-R	D-R	Trico	—	Yes	Yes	—	cLov
Packard 526, 533	N E	Jag	K-S	—	Cha	Pre	Moto-M	Cas	Own	Cas	sVal	Own	Own	Yes	Own	Cen	Cen	—	Wat
Packard 443	N E	Jag	K-S	—	Cha	Pre	Moto-M	Cas	Own	Cas	sVal	Own	Own	Yes	Own	Cen	Cen	—	Wat
Peerless 69	Wal	Wal	Gro	Yal	Cha	Ex	Moto-M	—	Elg	Elg	Val	Gui	Gui	Kok	—	Fed	Fed	—	Wat
Peerless 91	A C	Elg	Moto-M	Yal	Cha	Ex	Moto-M	—	GR	GR	Val	Gui	Gui	Kok	—	Bif	—	—	Wat
Peerless 60	A C	—	Moto-M	Mil	Cha	USL	Moto-M	—	GR	GR	Val	Gui	Gui	Kok	—	Bif	—	—	Gab
Peerless 80	A C	Elg	Moto-M	Mil	Cha	USL	Moto-M	—	GR	GR	Val	Cor	Cor	Kok	—	Bif	—	—	Gab
Pierce-Arrow 36	Wal	Wal	Roc	Yal	Cha	Wil	Moto-M	Cas	†AWS	†AWS	sDuco	Aga	Aga	—	—	Own	—	Buffalo	Hou
Pierce-Arrow 81	Wal	Wal	Roc	Yal	Cha	Wil	Moto-M	Cas	†AWS	†AWS	sDuco	Aga	Aga	—	—	Own	—	Buffalo	Hou
Pontiac 6-28 ...	A C	—	K-S	D-R	AC	Pre	—	—	†Fis	†Fis	Duco	D-R	D-R	—	—	Ste	Ste	Buffalo	cLov
Reo Wolverine .	Ste	—	Moto-M	Ele	Cna	Wil	—	—	—	—	sDitz	Gui	Gui	—	—	CG	CG	—	aiLov
Reo Flying Cl'd	Ste	—	K-S	Blos	Cha	Wil	AC	—	GR	GR	sDitz	Gui	Gui	—	—	CG	CG	—	cLov
Rolls-R'ce S. Gh	Ste	Chel	—	Yal	Cha	Ex	Moto-M	Yes	Yes	Yes	Val	Own	Own	No	No	Own	Own	Buffalo	**Own
Rolls-R'ce N. P	Ste	Chel	—	Yal	Cha	Ex	Moto-M	Yes	Yes	Yes	Val	Own	Own	No	No	Own	Own	Buffalo	cOwn
Ste'rns-K.H 8-90	Ste	Wal	Nag	Own	Cha	USL	—	—	†Elg	†Elg	sVal	Hal	Gui	†Yes	—	Ste	Ste	Buffalo	cHou
Stearns-K. J8-90	Ste	Wal	Nag	Own	Cha	USL	—	—	†Elg	†Elg	sVal	Hal	Gui	†Yes	—	Ste	Ste	Buffalo	cHou
Studebak Dict..	Ste	—	K-S	Her	Cha	Wil	Moto-M	—	—	—	Gli	Yes	Yes	—	—	—	—	—	cMon
Studebaker Com	Ste	—	K-S	Her	Cha	Wil	Moto-M	*Yes	—	—	Gli	Yes	Yes	—	—	—	—	—	cMon
Studebaker Pres	Ste	Yes	Nag	Her	Cha	Wil	Moto-M	Yes	Yes	Yes	Gli	Yes	Yes	—	—	—	—	—	cMon
Stutz BB	A C	NH	Gro	Mil	Cha	Pre	A C	Cas	Elg	Elg	Val	Bro	—	Kok	—	Buck	Buck	Buffalo	cLov
Velie 50	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	—	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Velie 66	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	—	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Velie 77	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	GR	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Velie 88	Ste	—	Nag	Ele	Cha	Pre	Moto-M	—	GR	—	Ditz	Vict	—	—	—	CG	CG	Buffalo	Lov
Whippet	Ste	—	Nag	—	Cna	USL	—	—	—	—	Mou	Ind	—	—	—	—	—	—	aGab
Willys-K. Sta. 6	Ste	—	Nag	—	Cha	USL	Moto-M	—	—	—	Mou	Ind	—	—	—	—	—	—	cGab
Willys-K. Spl. 6	Ste	—	K-S	—	Cha	USL	Moto-M	—	GR	GR	Mou	Ind	—	—	—	—	—	Buffalo	cGab
Willys-K. Grt. 6	Ste	—	Nag	—	Cha	USL	Moto-M	—	GR	GR	Mou	Ind	—	—	—	—	—	Buffalo	cBosch

KEY TO ABBREVIATIONS USED IN THIS TABLE

GENERAL

*Moto Meter equipment supplied by the factory at dealer's option.
†Optional. ‡On some types.

SPEEDOMETER

AC—AC Spark Plug Co., Flint, Mich.
NE—North East Electric Co., Rochester.
Ste—Stewart-Warner Speedometer Corp., Chicago.
Wal—Waltham Watch Co., Waltham, Mass.

CLOCK

Chel—Chelsea Clock Co., Boston, Mass.
El or Elg—Elgin Clock Co., Elgin, Ill.
GE—General Electric Co., Schenectady.
Hun—Hunter; see Elg.
Jag—Jaeger Watch Co., New York city.
NH—New Haven. See Phi.
Phi—Phinney-Walker Co., New York city.
Ster—Sterling Electric Clock Corp., New York city.
Wl or Wal—Waltham Watch Co., Waltham, Mass.

FUEL GAUGE

Bos—Boston Auto Gage Co., Pittsfield, Mass.
Gro—Groban Co., Dayton, O.
KS—King-Seeley Corp., Ann Arbor, Mich.
Nag—Safe-T-Stat Co., Brooklyn, N. Y., and Toledo, O.
Moto-M—Moto Meter Co., Inc., L. I. City, N. Y., and La Crosse, Wis.
Roc—Rochester Mfg. Co., Rochester, N. Y.
Ster—Sterling Electric Clock Corp., New York city.
US—U. S. Gauge Co., New York city.

LOCK

B&S—Briggs-Stratton Co., Milwaukee.
Blos—Blossom.
Clum—Clum Mfg. Co., Milwaukee, Wis.
Corb—Corbin Cabinet Clock Co., New Britain, Conn.
Ele—Mitchell Specialty Co., Holmesburg, Philadelphia.
D-R—Delco-Remy Corp., Anderson, Ind.
Her—Hershey Mfg. Co., Chicago.
Ign—Ignition.
Sar—Sargent & Co., New Haven, Conn.
Joh—Johnson Automobile Lock Co., St. Louis, Mo.
Mil—Miller Lock Co., Philadelphia.
N. E.—North East Electric.
Sha—Shaler Lock Co., Milwaukee, Wis.
Tra—Transmission.
War—Warner Gear Co., Muncie, Ind.
Yal—Yale & Towne Mfg. Co., Stamford, Conn.
*Coincidental St. Gear & Ign.

SPARK PLUGS

AC—AC Spark Plug Co., Flint, Mich.
Cha—Champion Spark Plug Co., Toledo, O.

BATTERY

Ex—Electric Storage Battery Co., Philadelphia.
Pre—Prest-O-Lite Co., Indianapolis, Ind.
USL—U. S. L. Battery Corp., Niagara Falls, N. Y.
West—Westinghouse.
Wil—Willard Storage Battery Co., Cleveland, O.

HEAT INDICATOR

AC—AC Spark Plug Co., Flint, Mich.
MotoM—Moto Meter Co., Inc., Long Island City, N. Y., and La Crosse, Wis.
SafeT—Safe-T-Stat Co., Brooklyn, N. Y.

CIGAR LIGHTER

Cas—Connecticut Automotive Specialty Co., Bridgeport, Conn.
Cun—Cuno Engineering Corp., Meriden, Conn.
GR—Grand Rapids Metalcraft Corp., Grand Rapids, Mich.
Met—Metal Specialties Mfg. Co., Chicago.

SMOKING AND VANITY SETS

AWS—Art Metal Works, Newark, N. J.
Cas—Connecticut Automotive Specialty Co., Bridgeport, Conn.
Cun—Cuno Engineering Corp., Meriden, Conn.
El or Elg—Elgin Clock Co., Elgin, Ill.
Fis—Fisher Body Corp., Detroit.
GR—Grand Rapids Metalcraft Corp., Grand Rapids, Mich.

BODY FINISH

Arco—John L. Armitage & Co., Newark, N. J.
Ditz—Ditzler Color Co., Detroit, Mich.
Duco—E. I. du Pont de Nemours & Co., Philadelphia.
Egypt—Egyptian Lacquer Co.
Gli—Glidden Co., Cleveland, O.
Mou—Mountain Varnish & Color Works, Toledo, O.
Mur—Murphy Varnish Co., Newark, N. J.
Shw—Sherwin-Williams Co., Cleveland, O.
Val—Valentine & Co., New York city.
VEP—V. E. P. Co., St. Louis, Mo.
r—Also Ditz.
s—Also other makes.
Var's—Various.
x—Also Pittsburgh Plate Glass Co., Milwaukee, Wis.
y—Also Wilhelm Co., Reading, Pa.

STOP AND PARKING LIGHTS

Aga—Federal Pressed Steel Co., Chicago.
Bro—Brown & Green Ignition Sales Co., New York city.
Cor—Corcoran Co., Cincinnati, O.
D-R—Delco-Remy Corp., Anderson, Ind.
Gui—Guide Motor Lamp Mfg. Co., Cleveland, O.
Hal—Hall Lamp Co., Cincinnati, O.
Ind—Indiana Lamp Corp., Connersville, Ind.
Rea—Appleton Electric Co., Chicago.
Sto—Stover Signal Engineering Co., Racine Wis.
Vict—Cincinnati-Victor Co.

WINDSHIELD WINGS

Ben—Benzer Corp., Brooklyn, N. Y.
JH—Tonneau Shield Co., Inc., New York city.
Jonn—Johnston Mfg. Co., Chicago.
Kok—Fulton Co., Milwaukee, Wis.
Per—Perfection Heater & Mfg. Co., Cleveland, O.

WIRE WHEELS

Day—Dayton Steel.
K-H—Kelsey-Hayes.
*Buffalo—Wire Wheel Corporation of America, Buffalo, N. Y.
These wheels are standard equipment only on two Rolls-Royce models; others are optional in some cases at extra cost.

HEATER

Gla—Gladiator Mfg. Co.
Hil—Hill Products Corp., Chicago.
Kel—Keich; made by Roberts Brass Mfg. Co., Detroit, Mich.
Per—Eaton Axle & Spring Co., Cleveland, O.
Roy—Hovey Auto Heater Co., Chicago.
* Special equipment.

BUMPERS

Al—Alloy Steel Spring & Axle Co., Jackson, Mich.
Bad—Badger Mfg. Corp., Milwaukee.
Balc—Cincinnati Ball Crank Co., Cincinnati, O.
Ball—Automobile Equipment Mfg. Co., Chicago.
Bif—Biflex Corp., Waukegan, Wis.
Buck—See Cen.
Cen—Central Brass & Fixture Co., Springfield, O.
CG—CG Spring & Bumper Co., Detroit.
Eat—Eaton Axle & Spring Co., Cleveland.
Fed—Federal Pressed Steel Co., Chicago.
Ste—Sterling Spring Co., Cleveland, O.
USE—U. S. E. Corp., Long Island City.

SHOCK ABSORBERS

Bosch—American Bosch Magneto Corp., Springfield, Mass.
Gb or Gab—Gabriel Snubber Mfg. Co., Cleveland, O.
Har—Edward V. Hartford, Inc., Jersey City, N. J.
Has—Robert H. Hassler, Inc., Indianapolis, Ind.
Hx or Hex—Detroit Steel Products Co., Detroit, Mich.
H or Hou—Houde Engineering Corp., Buffalo, N. Y.
Lov—Delco-Remy Corp., Anderson, Ind.
Mon—Monroe.
Wah—Wahl Co., Chicago.
Wat—John Warren Watson Co., Philadelphia.
Wee—American Chain Co., Bridgeport, Ct.
a—Front only.
b—Rear only.
c—Front and rear.
**Front, Lov. rear.

"Panels *by* MOTOMETER" *are made with* Oil Gauge Gas Gauge Ammeter *and* BOYCE MOTOMETER

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WILLYS-OVERLAND, INC., STARTS WORK ON NEW LOS ANGELES PLANT

Los Angeles, June 12.—Work has started on the new Pacific Coast plant of the Willys-Overland, Inc. Officials of the Los Angeles Chamber of Commerce joined with Overland executives in the formal ceremonies.

L. V. Starr, vice-president of J. W. Leavitt & Co., in charge of Overland's Los Angeles branch, was master of ceremonies. Also on hand was J. A. Sheldon, works manager for Willys-Overland, Inc., who, with W. R. Ourand, represented John N. Willys in awarding the contract. George L. Eastman, president; R. D. Sangster, manager of the Industrial Committee; H. H. Crites, automotive engineer, and A. G. Arnoll, secretary and general manager, were among the other Chamber of Commerce officials participating in the ceremonies.

There will be four buildings erected—a one-story main factory, 660 by 420 feet; a one-story power plant, 60 by 90 feet; an oil house, 47 by 47 feet, and a two-story office building, 40 by 140 feet, all of steel, concrete and brick.

Massachusetts Motor Products Plants Busy

(Continued from page 1)

cials at the factory. The plant there is working at capacity, as is the other Fisk plant in Wisconsin. Officials declare that the tire business in general has been fair, but that a big increase is being looked forward to in the next six months.

The recent drop in the price of rubber held up the tire business during the spring, but this summer should see a big increase, Fisk officials believe, in the entire tire industry.

Part of the Fisk increase is due to the Ford order and production of this size tire has been speeded up to take care of increased Ford production of Model A cars.

Reports from all sections of the country show increased sales of Fisk products and there is a feeling of optimism at the plant in Chicopee Falls that the tire business will increase as the automotive industry increases.

The Moore Drop Forge Company, Springfield, is turning out in large quantities tools for Ford cars. The tool equipment for the new Model A cars includes wrenches and pliers. The concern is also busy on miscellaneous automotive lines and reports that the plant is working at capacity with orders greater than at any other similar period in the past ten years. Plans are under way for expansion and it is expected, officials say, that work will be started in the fall to increase the plant's capacity.

The Duckworth Chain Company, Springfield, is busy preparing for its winter trade in automobile chains.

The Indian Motorcycle Company, Springfield, reports excellent reception throughout the country of its new shock absorber for automobiles. The shock absorber section of the factory is working at capacity to turn out the new product.

U. S. SHIPPED 279 CARS TO ESTONIA LAST YEAR

Washington, June 12.—Estonia imported 400 automobiles last year, of which 279 were shipped from the United States, the Department of Commerce announced today.

AMERICAN LOCKNUT CO. ELECTS NEW DIRECTORS

Longview, Wash., June 12.—A completely new board of directors was elected at the annual meeting of the stockholders of the American Locknut Company, manufacturers of the Lafever locknut, here this month. The new directors are, H. C. Cornell, Ridgefield, Wash.; George Umbaugh, Kelso, Wash.; P. H. Hetherton, J. F. McCarthy and H. B. Ashley, all of Longview.

Plans are now under way for the erection of a manufacturing plant in Michigan, according to J. E. Marcotte, who continues as secretary of the company. At present, the company has a temporary plant in Milwaukee.

PACKARD HAS RECORD BUSINESS IN NEW YORK

New York, June 12.—The Packard Motor Car Company of New York had the greatest May business in its history, deliveries of 1,030 cars representing 65 per cent. increase over May last year. The previous high mark for this month had been May, 1926, when 860 Packards were delivered.

Packard deliveries between January 1 and May 31 in the territory served by the New York Packard Company were 3,702, setting a record for such period.

More G. M. Export Officials Sail For Foreign Ports

(Continued from Page 1)

bourne, where he will join the staff of General Motors Australia, Ltd. He will be accompanied by Mrs. Doerr.

Mr. and Mrs. N. C. Tuxbury arrived in New York June 8 on the Mauretania after a seven-month visit to the west coast of South Africa. Mr. Tuxbury is a vice-president of General Motors Export Company and regional director of the Caribbean Region.

E. E. Kaiser, formerly managing director of General Motors Peninsular, returned to New York June 8 on the Conte Biancamano en route from Madrid for a vacation. Mr. Kaiser was accompanied by his wife and three children.

C. C. Williams, manager of the Brisbane branch of General Motors Australia, Ltd., arrived in New York yesterday on a visit to the home office and a vacation.

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MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyls.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ign. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes foot	Brakes hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
Acme 14	1	950	Con H 8	4	3⅜x4¼	18.3	Pb	Til	Vac	Aut	M M	U	3	Sal 1595 E	St	18.73	Tr	R	120	2000	30x5	30x5
Acme 16	1	1015	Con 20 L	6	2¾x4¾	18.2	Pb	Til	Vac	Aut	M M	U	3	Sal 1595 E	St	18.73	Tr	R	120	2100	30x5	30x5
Acme 24	1½	1450	Con S 4	4	4¼x4½	28.9	Pw	Str	Vac	Aut	Br-L 31	U	3	Col 54010	St	28.8	R	R	136	3450	30x5	30x5
Acme 36	1½	2100	Con 8 R	6	3⅜x4½	27.3	Pb	Zen	Vac	Aut	Br-L 31	U	3	Tim 5620	St	30.8	R	R	136	3600	32x6	32x6
Acme 54	2½	2700	Con S 4	4	4¼x4½	28.9	Pw	Str	Vac	Eis	Br-L 35	U	4	Tim 65600	Wo	49.5	R	R	156	5100	S 34x5	S 34x10
Acme 56	2½	3230	Con 6 B	6	3¾x5	33.7	Pb	Str	Vac	Eis	Br-L 51	U	4	Tim 65600	Wo	41.5	R	R	165½	5100	S 34x5	S 34x10
Acme 74	3½	3800	Con L 4	4	4½x5½	32.4	Pw	Str	Vac	Eis	Br-L 60-4	C	4	Tim 65704	Wo	45.5	R	R	173	6250	S 36x5	S 36x10
Acme 76	3½	4640	Con 8 T	6	4⅛x5¼	40.8	Pw	Str	Vac	Eis	Br-L 60-4	C	4	Tim 65704	Wo	41.5	R	R	179⅜	6450	S 36x5	S 36x10
Acme 104	5-6¼	5230	Con B 7	4	5 x6	40.0	Pw	Str	Vac	Eis	Br-L 60-7	C	7	Tim 67600	Wo	95.0	R	R	180	8850	S 36x6	S 40x14
Acme 106	5-6¼	5730	Con 8 T	6	4⅛x5¾	40.8	Pw	Str	Vac	Eis	Br-L 60-7	C	7	Tim 67600	Wo	95.0	R	R	180	8850	S 36x6	S 40x14
Am. La France Chief	1½-2	2850	Own 9 R	6	3¾x5	33.7	F P	Zen	Vac	Rem	Own	C	4	Own	Wo	31.2	4	R	156	5600	32x6	32x6 D
**Am. La France W	2½-3	3950	Own 2 R	4	4¼x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	D R	47.4	D	R	160	7200	S 36x5	S 36x5 D
Am. La France Y	3½	4950	Own 3 R	4	4¼x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	56.0	D	R	165	8800	S 36x6	S 36x6 D
Am. La France S	4-4½	5200	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	54.4	D	R	165	8900	S 36x6	S 36x6 D
Am. La France V	5	5500	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	54.4	D	R	165	9800	S 36x6	S 40x6 D
Am. La France Z	6½	5750	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	63.5	D	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7½	6000	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	..	63.5	D	R	165	10500	S 36x7	S 40x8 D
Am. La France 14 R	5	6000	Own 14 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	D R	34.3	D	R	226	9100	40x8	40x8 D
Am. La France 16 R	5	6350	Own 16 R	6	4½x6	105	P&S	Zen	Vac	A B	Own	C	4	Own	D R	32.8	4	R	226	10400	40x8	40x8 D
Autocar A	1½	2800	Own A	4	4 x5½	25.6	C S	Str	Vac	L-N	Br-L	U	4	Tim 5623 Px	Sp	34.4	4	4	142	3900	32x6	32x6
Autocar A	2	3000	Own A	4	4 x5½	25.6	C S	Str	Vac	L-N	Br-L	U	4	Tim 63100	Wo	33.6	4	4	142	4050	S 34x4	S 34x7
Autocar H	2½	3750	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own Y	C	4	Own H	D R	46.3	R	R	114	5200	S 36x5	S 36x8
Autocar T	2½	4900	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own T	U	4	Own H	D R	65.5	R	D	177	6800	34x7	34x7
Autocar H	3	4100	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own J	C	4	Own M	D R	63.6	R	R	114	6000	S 34x5	S 36x10
Autocar H	3½	4100	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own J	C	4	Own M	D R	63.6	R	R	114	6000	S 34x5	S 36x10
Autocar H	3	4350	Own W	6	4 x4¾	38.4	Pb	Str	Vac-Gra	A B	Own T	U	4	Own J	D R	63.6	R	R	114	6200	S 34x5	S 36x10
Autocar M	5	4650	Own M	4	4½x5½	32.4	C S	Str	Gra	A B	Own B	C	4	Own M	D R	72.1	R	R	120	7200	S 34x6	S 36x12
Autocar M	5	4950	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own	C	4	Own M	D R	72.1	R	R	155	4950	S 34x6	S 36x12
Brockway Junior	1	1195	Wis C	4	3¾x5	21.7	Pb	Zen	Vac	Aut	Br-L 30	U	3	Col 35001	Sp	20.94	R	D	130	2030	30x5	30x5
Brockway E	1½	1665	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 54002	Sp	21.7	R	D	139½	3460	32x6	32x6
Brockway K*	3	3300	Con K	4	4¼x5¼	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65600 D	Wo	41.4	R	R	153	5855	S 36x5	S 36x10
Brockway R*	4	4200	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7800	S 36x5	S 36x12
Brockway T*	5	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	D	174	10065	S 36x6	S 40x14
Brockway B T	7	5450	Bud B B U	4	5 x6½	40.0	Pw	Zen	Vac	Eis	Br-L 70	C	7	Tim 68700 S	Wo	95.0	R	D	150	11060	S 36x6	S 40x8 D
Brockway K W	3	4800	Wis H	6	4 x5	38.7	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 6731	D R	33.7	R	D	170	6890	34x7	D 34x7
Brockway S Y	2	3000	Wis Y	6	3⅜x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4600	D R	35.3	R	D	153	4870	32x6	34x7
Brockway J F	1	1195	Wis F	6	3¼x4¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	R	D	137	3450	30x5	30x5
Brockway E N	1½	2000	Wis N	6	3½x4¼	29.4	Pb	Zen	Vac	Aut	Br-L 30	U	3	Col 55001	Sp	20.9	R	D	155	3840	32x6	32x6
Chevrolet	½	395	Own	4	3⅛x4	21.7	C S	Car	Vac	Rem	Own	U	3	Own	Sp	14.21	4	R	107	1695	30x4.50	30x4.50
Chevrolet	1	495	Own	4	3⅛x4	21.7	C S	Car	Vac	Rem	Own	U	3	Own	Sp	18.03	4	R	124	2060	30x5	30x5
Commerce 8 A	1	1395	Con 11 U	6	3¼x4⅜	25.3	P C	Zen	Vac	Rem	Cov JUC	U	3	Cla B 365	B	20.5	R	R	130	2900	30x5	30x5
Commerce S 11	1½	1835	Con S 4	4	4¼x4½	28.9	F P	Zen	Vac	A B	Ful SU12	U	3	Cla B 501	S	25.1	R	R	142	3700	34x5	36x6
Day Elder M	1	1345	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Del	Ful DU-10	U	3	Col 35000	B	23.89	R	R	131	3100	30x5	30x5
Day Elder G-6	1½	2050	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Del	Ful DU-10	U	3	Tim 5620	B	29.30	R	R	144	3900	30x5	32x6
Day Elder H	2	2500	Buda WTU	4	3¾x5⅛	22.5	Pb	Zen	Vac	Del	Ful SU-10	U	3	Tim 63702 D	Wo	30.64	R	R	144	4400	S 34x4	S 34x7
Day Elder HB-6	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Del	Ful SU-10	U	3	Tim 5620	B	27.32	R	R	144	4400	32x6	34x7
Day Elder I	2½	3300	Buda K B U	4	4 x5¼	25.6	Pb	Zen	Vac	Del	Ful GU-12	U	4	Tim 65600 D	Wo	44.40	R	R	150	5700	S 36x4	S 36x8
Day Elder J-6	3	3900	Buda D W 6	6	3¾x5	33.7	Pb	Zen	Vac	Del	Ful GU-12	U	4	Tim 65600 D	Wo	37.20	R	R	156	6500	36x6	36x6 D
Day Elder K	4	4475	Bud Y B U	4	4½x6	32.4	Pb	Zen	Vac	Eis	Ful R	C	4	Tim 66600 D	Wo	49.60	R	R	162	8500	S 36x5	S 36x12
Day Elder L	5-6	5050	Bud B B U	4	5 x6½	40.0	Pb	Zen	Vac	Eis	Ful H	C	4	Tim 67700 D	Wo	64.60	R	R	162	10000	S 36x6	S 40x7 D
Diamond T 150	1	1095	Con 18 E	6	3⅜x4	27.3	Pb	Zen	Gra	Aut	Cov	U	3	Col	Sp	18.6	R	R	127½	....	30x5	30x5
Diamond T 302	2	1650	Her W X B	6	3¾x4½	33.7	Pb	Zen	Gra	Aut	Cov	U	4	Cla	Sp	33.1	R	R	157¾	....	32x6	32x6 D
Durant Com. Chassis	½	495	Con	4	3⅜x4¼	36.0	Pb	Til	Vac	Aut	Own	A	3	Own	Sp	16.16	4	R	107	1670	28x4.75	28x4.75
Erskine 51-B	½	650	Con 9 F	6	2¾x4½	18.15	P C	Sch	Vac	Rem	Tim	U	3	W G	S B	15.7	4	Js	107	2000	30x5 B	30x5 B
Ford A	1½	540	Own	4	3⅞x4¼	24.0	P&S	Zen	Gra	Own	Own	U	3	Own	Wo	5.00	4	4	131½	....	30x5	32x6
F. W. D.—H	2	3300	Wis SU	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	Sp	38.1	4	—	121	5300	34x7	34x7
F. W. D.—B	3	4200	Own	4	4¾x5½	36.1	Pb	Strom	Gra	Eis	Own	C	3	Own	Sp	35.6	4	—	124	6460	36x6 S	36x6 S
F. W. D.—B-5	3	4525	Own	4	4¾x5½	36.1	Pb	Strom	Gra	Eis	Own	C	5	Own	Sp	88.6	4	—	132	6800	36x6 S	36x6 S
F. W. D.—Util 6	3½	4575	Wak	6	4 x4¾	38.6	Pb	Zen	Vac	AB	Own	C	5	Own	Sp	88.6	4	—	148	7200	36x8 S	36x6 S
F. W. D.—M	H. D.	5000	Own	4	4¾x5½	36.1	Pb	Strom	Gra	Eis	Own	C	5	Own	Sp	88.6	4	—	124	7600	36x8 S	36x10 S
F. W. D.—M F	H. D.	5000	Own	4	4¾x5½	36.1	Pb	Strom	Vac	Eis	Own	C	5	Own	Sp	88.6	4	—	148	7775	36x8 S	36x10 S
F. W. D.—H T	2	3900	Wis SU	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	Sp	84.7	4	—	120	6000	36x8 S	36x8
F. W. D.—B T	3	4742	Own	4	4¾x5½	36.1	Pb	Strom	Vac	Eis	Own	C	5	Own	Sp	101.0	4	—	133¾	7700	40x7 S	40x5 S D
F. W. D.—Util. 4	3	4575	Own	4	4¾x5½	36.1	Pb	Strom	Vac	Eis	Own	C	5	Own	Sp	88.6	4	—	148	7000	36x6 S	36x6 S
Stewart	3	3490	....	6	3⅜x5	..	Pb	Strom	Vac	Remy	—	—	4	—	Wo	—	—	—	165	——	36x5 S	36x10 S
Garford 20	1	1485	Bud W I U	4	3⅜x5⅛	22.5	Pb	Zen	Vac	Aut	Mun	U	3	Col	St	20.4	R	R	136	3300	30x5	30x5
Garford 26-6	1	1585	Buda H S-6	6	3⅜x4½	27.3	Pb	Zen	Vac	Aut	Mun	U	3	Col	St	20.4	R	R	136	3350	30x5	30x5
Garford 30	1½	2690	Bud K T U	4	4 x5¼	25.6	Pb	Zen	Gra	Aut	Br-L 35	U	4	Tim 64600 D	Wo	34.7	R	R	144	4700	32x6	34x7
Garford 30-6	1½	2890	Wisc Y	6	3⅜x5	27.3	Pb	Zen	Gra	Aut	Br-L 35	U	4	Tim 64600 D	Wo	34.7	R	R	144	4800	32x6	34x7
Garford 50	2½	3750	Bud E B U	4	4¼x5½	28.9	Pb	Zen	Gra	Spf	Br-L 55	C	7	Tim 65600 D	Wo	80.7	R	R	156	5950	S 36x4	S 36x8
Garford 50-6	2½	4150	Buda B U S	6	4 x5⅛	38.4	Pb	Zen	Gra	Spf	Br-L 55	C	7	Tim 65600 D	Wo	80.7	R	R	156	6150	S 36x4	S 36x8
Garford 80	4	4950	Bud B T U	4	5 x6½	40.0	Pb	Zen	Gra	Spf	Br-L 60	C	7	Tim 66600 D	Wo	83.1	R	R	162	8700	S 36x5	S 36x12
Garford 100	5	5400	Bud B T U	4	5 x6½	40.0	Pb	Zen	Gra	Spf	Br-L 60	C	7	Tim 67700 D	Wo	97.3	R	R	162	9450	S 36x6	S 40x14
Graham Bros. DD	¾	670	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	17.22	R	R	116	2170	31x5.25B	31x5.25B
Grahma Bros. DDX	¾	685	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	17.22	R	R	116	2210	33x4½	33x4½
Graham Bros. BD	1	895	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	21.08	R	R	126	2530	30x5	30x5
Graham Bros. ID	1	980	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	21.08	R	R	137	2860	30x5	30x5
Graham Bros. IDX	1	1020	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	3	Own	Sp	23.42	R	R	137	2875	33x5	33x5
Graham Bros. MD	1½	1295	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	4	Own	Sp	33.15	4	D	137	3460	32x6	32x6
Graham Bros. MDX	1½	1245	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	4	Own	Sp	36.83	4	D	137	3455	34x5	36x6
Graham Bros. LD.	1½	1365	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	4	Own	Sp	33.15	4	D	162	3590	32x6	32x6
Graham Bros. LDX	1½	1350	Dodge	4	3⅞x4½	24.03	C S	Stw	Vac	N E	Own	U	4	Own	Sp	36.83	4	D	162	3585	34x5	36x6
Graham Bros. OD	2	1595	Dodge	6	3⅜x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	36.83	4	D	137	3775	32x6	34x7
Graham Bros. TD	2	1665	Dodge	6	3⅜x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	36.83	4	D	162	3940	32x6	34x7
Graham Bros. ED	2	1645	Dodge	6	3⅜x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.43	4	D	114	3725	32x6	34x7
Graham Bros. JD	2	1870	Dodge	6	3⅜x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	36.83	4	D	162	3825	32x6	34x7
Graham Bros. YD	2	1820	Dodge	6	3⅜x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.43	4	D	162	4075	32x6	34x7
Graham Bros. YDX	2	1995	Dodge	6	3⅜x4½	27.34	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.43	4	D	162	4370	32x6	32x6 D
Gramm 263-N	1-1¼	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cor	U	3	Eat 1002	Sp	21.3	D	R	133	3585	30x5	30x5
Gramm 363-N	1½	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cor	U	3	Eat 1002	Sp	21.3	D	R	133	3585	30x5	32x6
Gramm 463-N	2	1955	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cor	U	3	Eat 1504	Sp	25.3	D	R	133	3840	32x6	34x7
Gramm 564-N	2½	2895	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Gra	Aut	Ful GU	U	3	Wis 6617	D R	25.4	D	R	150	4800	32x6	32x6 D
Gramm 35	3	4160	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7100	S 36x5	S 36x10
Gramm 35	3	4440	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7100	S 36x5	S 36x10
Gramm 38—Low Bed	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 67310	D R	33.1	D	R	153	7100	S 36x5	S 36x10
Gramm 45	4	4735	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	153	7600	S 36x5	S 36x12
Gramm 45	4	5020	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	153	7600	S 36x5	S 36x12
Gramm 48—Low Bed	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 1250	D R	34.2	D	R	153	7600	S 36x5	S 36x12
Gramm 60	5	5370	Her G	4	4¾x5¾	36.1	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	S 36x6	S 36x14
Gramm 60	5	5650	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful HI	C	8	Wis 1700	D R	133.4	D	R	153	9700	S 36x6	S 36x14
Gramm 60	5½	5370	Her G	4	4¾x5¾	36	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	S 36x6	S 36x14
Gramm 60	5½	5650	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	S 36x6	S 36x14
GMC T 20A	1	1095	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	132	2900	30x5 P	30x5 P
GMC T 20B	1	1135	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	137¾	2915	30x5 P	30x5 P
GMC T 20C	1	1185	Buick Std	6	3⅛x4½	23.4	Pb	Mar	Vac	Rem	Mun	U	3	Tim 5260	Sp	22.28	R	R	150	2945	30x5 P	30x5 P
GMC T 40A	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	136	4460	32x6 P	34x7 P
GMC T 40B	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	150	4500	32x6 P	34x7 P
GMC T 40C	2	1950	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	162	4600	32x6 P	34x7 P
GMC T 40D	2	2020	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	175	4640	32x6 P	34x7 P
GMC T 40E	2	2030	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Own	Sp	23.8	4	R	188	4700	32x6 P	34x7 P
GMC T 50T	2	2110	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	123	4845	34x4 S	34x7 S
GMC T 50A	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	136	4890	34x4 S	34x7 S
GMC T 50B	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	150	4900	34x4 S	34x7 S
GMC T 50C	2	2050	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	162	4995	34x4 S	34x7 S
GMC T 50D	2	2120	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	175	5040	34x4 S	34x7 S

1928 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model.	Capacity—tons	Chassis price	Engine	No. of Cylnds	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
GMC T 50E	2	2130	Buick Mst	6	3½x4¾	29.4	Pb	Mar	Vac	Rem	Own	U	3	Tim 64601	Wo	30.0	4	R	188	5100	34x4 S	34x7 S
GMC K 54T	2½	3690	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	133½	6740	36x5 S	36x10 S
GMC K 54A	2½	3690	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	151	6800	36x5 S	36x10 S
GMC K 54B	2½	3690	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	163	6840	36x5 S	36x10 S
GMC K 54E	2½	3690	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	176	6865	36x5 S	36x10 S
GMC K 54C	2½	3790	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	56.8	R	R	191	6900	36x5 S	36x10 S
GMC K 56T	3	3830	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	133½	6940	36x5 S	36x12 S
GMC K 56A	3	3830	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	151	7000	36x5 S	36x12 S
GMC K 56B	3	3830	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	163	7090	36x5 S	36x12 S
GMC K 56E	3	3830	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	176	7065	36x5 S	36x12 S
GMC K 56C	3	3930	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	U	7	Tim 65700 D	Wo	66.6	R	R	191	7100	36x5 S	36x12 S
GMC K 72T	3½	4550	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 66600	Wo	75.5	R	R	160	8235	36x5 S	40x12 S
GMC K 72B	3½	4550	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 66600	Wo	75.5	R	R	184	8430	36x5 S	40x12 S
GMC K 102A	5	4980	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Wo	86.3	R	R	160	9245	36x6 S	40x14 S
GMC K 102B	5	5080	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Wo	86.3	R	R	184	9325	36x6 S	40x14 S
Indiana 11	1¼	1345	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 365	Sp	24.48	R	R	129½	3300	30x5	30x5
Indiana 611	1¼	1465	Con 15 C	6	3⅜x4⅞	27.3	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 365	Sp	24.48	R	R	133½	3400	30x5	30x5
Indiana 111	1½	1625	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 501	Sp	26.4	R	R	129½	3600	30x5	32x6
Indiana 6111	1½	1765	Con 15 C	6	3⅜x4⅞	27.3	Pb	Str	Gra	Aut	Br-L 31	U	3	Cla B 501	Sp	26.4	R	R	133½	3700	30x5	32x6
Indiana 115	2	2215	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Aut	Br-L 35	U	4	Tim 64600	Wo	34.7	R	R	150	4585	34x4 S	34x7 S
Indiana 615	2	2680	Wis Y	6	3⅜x5	27.3	Pb	Str	Gra	Aut	Br-L 35	U	4	Tim 64600	Wo	32.10	R	R	154	4840	32x6	34x7
Indiana 126	3	3495	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br 55-7	C	7	Tim 65700 D	Wo	80.7	R	R	162½	7400	36x5 S	36x10 X
Indiana 115 A	2½	2650	Her Ox	4	4 x5	25.6	Pb	Str	Gra	Eis	Br-L 35	U	4	Cla 720	Sp	42.8	R	R	136	5190	32x6	34x7 D
Int. Harvester Sp. Del.	¾	695	Wak X	4	3½x4½	19.6	Pb	Zen	Gra	Rem	Mec	U	3	Eat	Sp	15.1	R	R	116	2000	30x5.25	30x5.25 B
Int. Harvester S-24	1¼	1135	Lyc C T	4	3⅜x5	22.5	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	21.3	R	R	130	3025	32x4½	32x4½
Int. Harvester S-26	1¼	1285	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	21.3	R	R	130	3090	32x4½	32x4½
Int. Harvester 33	1½	2290	Own	4	3⅜x5	22.5	C S	Own	Gra	Own	Own	U	3	Own	Ig	32.5	R	R	128	4070	36x4	36x6
Int. Harvester SL-34	1½	1525	Lyc C T	4	3⅜x5	22.5	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	160	3340	30x5	30x5
Int. Harvester SL-36	1½	1675	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	3	Eat	Sp	22.6	R	R	160	3405	30x5	30x5
Int. Harvester SD-44	2	1565	Lyc C T	4	3⅜x5	22.5	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.6	R	R	117	3270	30x5	32x6
Int. Harvester SD-46	2	1715	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.6	R	R	117	3335	30x5	32x6
Int. Harvester 43	2	2645	Own	4	3⅜x5	22.5	C S	Own	Gra	Eis	Own	U	4	Own	Ig	53.1	R	D	130	4790	36x4	36x7
Int. Harvester SF-44	2	1775	Lyc C T	4	3⅜x5	22.5	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.6	R	R	140	4000	32x6	34x7
Int. Harvester SF-46	2	1925	Lyc 4 S G	6	3¼x4½	25.3	Pb	Zen	Gra	Rem	Own	U	4	Eat	Sp	40.5	R	R	140	4000	32x6	34x7
Int. Harvester 54-C††	2½	3200	Own	4	4¼x5	28.9	C S	Zen	Gra	R-B	Own	U	4	Own	Ch	51.8	R	D	140	6400	36x5	36x10
Mack A B	1½	3000	Own	4	4 x5	25.6	S P	Str	Gra	Spf	Own	U	4	Own	Ch	34 44	D	R	146½	5350	36x4	36x3½ D
Mack A B	1½	3450	Own	4	4 x5	25.6	S P	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	or	5650	36x4	36x6
Mack A B	2	3300	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	164½	5450	36x4	36x3½ D
Mack A B	2	3750	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	on all	5800	36x4	36x6
Mack A B	2½	3400	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	Ch	43.02	D	R	these	5500	36x4	36x4 D
Mack A B	2½	3850	Own	4	4¼x5	28.9	S P	Str	Gra	Spf	Own	U	4	Own	D R	44.9	R	D	models	5950	36x4	36x8
Mack A C	3½	4950	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Own	Js	4	Own	Ch	48.37	Js	R	156,	9100	36x5	40x5, 40x10 S
Mack A C	5	5500	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Own	Js	4	Own	Ch	53.31	Js	R	168 or	9550	36x6	40x6 D
Mack A C	7½	6000	Own	4	5 x6	40.0	S P	Str	Gra	Spf	Own	Js	4	Own	Ch	67.38	Js	R	180	10050	36x7	40x7 D
Fleet Arrow F A 1	1½–2	2450	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	3.33	4	Tr	140	3950	32x6.00	34x7
Fleet Arrow F A 2	1½–2	2500	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	3.33	4	Tr	160	3975	32x6.00	34x7
Fleet Arrow F A 3	1½–2	2550	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	3.33	4	Tr	180	3985	32x6.00	34x7
Pierce Arrow H B	3½–5	4500	Own H B	4	4 x5½	25.6	Pb	Str	Pre	Rem	Own	C	7	Own	Wo	11.11	R	Tr	156	....	36x5 S	36x5 S D
Pierce Arrow Y-6	3	5850	Own Z	6	4 x5½	38.4	Pb	Own	Pre	Rem	Own	C	4	Own	Wo	5.35	D	R	196	6100	36x6	36x6 D
Pierce Arrow Y 6	3	6000	Own 3	6	4 x5½	38.4	Pb	Own	Pre	Rem	Own	C	4	Own	Wo	5.35	D	R	220	6200	36x6	36x6 D
Pierce-Arrow XA	2	3500	Own X A	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	R	R	150	6280	36x4 S	36x5 S D
Pierce-Arrow X B	3	3750	Own X B	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	R	R	150	6280	36x5 S	36x5 S D
Pierce-Arrow W C	4	5100	Own W C	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	R	D	162	8490	36x5 S	36x6 S D
Pierce-Arrow R D	5	5400	Own R D	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	40 4	R	D	162	8750	36x6 S	36x7 S D
Pierce-Arrow R F	7½	5600	Own R F	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	R	D	168	9540	36x6 S	40x8 S D
†Pierce-Arrow X B	3	3750	Own X B	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	50.2	R	R	140	6180	36x5 S	36x5 S
†Pierce-Arrow R D	5	5400	Own R D	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	R	R	132	8650	36x6 S	36x6 S
†Pierce-Arrow R F	7½	5600	Own R F	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	R	R	132	9340	36x6 S	36x7 S
Pierce-Arrow F A-1	¾–2	2450	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	52.7	4	R	140	3855	32x6	34x7 S
Pierce-Arrow F A-2	¾–2	2500	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	160	3905	32x6	34x7 S
Pierce-Arrow F A-3	¾–2	2550	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	180	3955	32x6	34x7 S
Pierce-Arrow F A-1	¾–2	2600	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	140	4055	32x6	32x6 D
Pierce-Arrow F A-2	¾–2	2650	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	160	4105	32x6	32x6 D
Pierce-Arrow F A-3	¾–3	2700	Own	6	3½x5	29.4	Pw	Str	Pre	Del	B-L	U	3	Tim	St	63.7	4	R	180	4155	32x6	32x6 D
Reo Speedwagon Jr.	½	895	Con	6	3⅜x4	27.3	Pb	Sch	Vac	N E	W G	U	3	Sal	Sp	14.63	4	Tr	115	....	28x5.25B	28x5.25B
Reo Speedwagon Ton'r	1	995	Con	6	3⅜x4	27.3	Pb.	Sch	Vac	N E	W G	U	3	Own	Sp	18.478	4	Tr	123	....	30x5	30x5
Reo General Utility	1½	1345	Own	6	3⅛x5	24.3	P&S	Sch	Vac	N E	Own	U	3	Own	Sp	22.96	4	R	143	....	32x6	32x6
Reo St'd Speedwagon	1½	1245	Own	6	3⅛x5	24.3	P&S	Sch	Vac	N E	Own	U	3	Own	Sp	22.96	4	R	133	....	32x6	32x6
Reo Mast. Speedwagon	2	1345	Own	6	3⅛x5	24.3	P&S	Sch	Vac	N E	Own	U	4	Own	Sp	37.62	4	R	148	....	30x5	30x5 D
Reo H. D. Speedwagon	3	1985	Own	6	3⅛x5	24.3	P&S	Sch	Vac	N E	W G	U	4	Own	Sp	41.05	4	R	159	....	32x6	32x6 D
Republic 75	1¼	1485	Lyc CT	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	124	3000	30x5	30x5
Republic 76	1½	1640	Lyc CT	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	145½	3350	30x5	32x6
Republic 15	2	2545	ConJ 4	4	3⅜x5	22.5	Pw	Zen	Vac	A B	Ful	U	3	Eat	Ig	28.8	D	R	153	4200	S34x4	S34x7
Republic 15W	2	2545	Wak V	4	4 x5	25.6	Pw	Zen	Vac	A B	Ful	U	3	Eat	Ig	28.8	D	R	153	4200	S34x5	S34x7
Republic 50	2	2295	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	D	R	154	4100	30x5	30x5D
Republic 60	2½	2850	Lyc TF	6	3⅝x5	31.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	22.0	D	R	163	4600	32x6	32x6D
Republic 25	3	3190	Con K4	4	4¼x5¼	27.2	Pw	Zen	Vac	Bos	Ful	U	4	Eat	Ig	40.3	D	R	165	5800	S36x5	S36x10
Republic 25W	3	3190	Wak C U	4	4¾x5¾	30.6	Pb	Zen	Vac	Bos	Ful	U	4	Eat	Ig	40.3	D	R	165	5800	S36x5	S36x10
Republic 30	4½	4185	Con L4	4	4½x5½	32.4	Pw	Zen	Vac	Bos	Ful	U	4	Eat	Ig	49.2	D	R	170	6700	S36x5	S36x12
Republic 30 W	4½	4185	Wak CU	4	4¾x5¾	30.6	Pb	Zen	Vac	Bos	Ful	U	4	Eat	Ig	49.2	D	R	170	6700	S36x5	S 36x12
Republic 35	5	5145	Wak D U	4	4½x6¼	32.4	Pb	Str	Vac	Bos	Ful	C	8	Eat	Ig	95.5	D	R	170	7800	S36x6	S 36x14
Rugby Fast Mail Panel	¾	975	Con	6	2⅞x4¾	47.0	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.79	4	R	110	2325f	29x5	29x5
Rugby Express	1¼	975	Con	6	2¾x4¾	40.0	Pb	Til	Vac	Aut	Own	A	4	Own	Sp	22.4	4	R	128	2530	30x5	30x5
Ruggles 18	1¼	1388	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Rem	Br-L 20B	U	3	Col 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 18	1¼	1495	Lyc S G	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Br-L 20B	U	3	Col 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 22	1½	2045	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L 31	U	3	Col. 5300	St	24.5	R	R	152	3600	32x6	32x6
Ruggles 30	1½	2047	Lyc 4 S G	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Br-L 31	U	3	Eat 1504	St	29.7	R	R	160	4250	32x6	32x6 D
Ruggles 22 H	2	2345	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L 35	U	4	Wis 4600	D R	29 4	R	R	152	3900	32x6	34x7
Ruggles 25	2	2662	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Rem	Br-L 35	U	4	Wis 4600	D R	29.4	R	R	158	4000	32x6	34x7
Ruggles 42	2½	2565	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L 35	U	4	Wis 6600 B	D R	37.4	R	R	152	4300	34x4 S	34x8 S
Ruggles 45	3	3195	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L 35	U	4	Wis 8800 B	D R	42.0	R	R	148	5200	36x5 S	36x10 S
Selden 17	1	1600	Con 18 E	6	3⅜x4	27	Pw	Zen	Vac	Aut	W G	U	3	Col	St	Opt.	4	D	142	2500	30x5	30x5
Selden 27	1¼	1925	Con 15 C	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	3	Cla 365	St	Opt.	R	R	142	4300	30x5	30x5
Selden 37	2	2145	Con 15 C	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	3	Cla 501	St	Opt.	R	R	142	4400	32x6	32x6
Selden 39	2½	2700	Con 15 C	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	4	Cla 600	St	Opt.	R	R	149	5140	32x6	32x6 D
Selden 47	3–4	3600	Con 6 B	6	3⅜x5	33.75	Pw	Str	Vac	Aut	Br L	U	4	Cla 720	St	Opt.	R	R	165	5550	32x6	32x6 D
Selden 67	4	4800	Con 8 T	6	4⅛x5¼	40.84	Pw	Str	Vac	Aut	Br L	A	7	Wis	D R	Opt.	R	R	165	8550	34x7	38x9
Selden 77	5–7	5500	Con 8 T	6	4⅛x5¼	40.84	Pw	Str	Vac	Aut	Br L	A	7	Wis	D R	Opt.	R	R	211	8700	36x8	36x6 S D
Selden 2 X	2	2775	Con C 15	6	3⅜x4⅝	27	Pw	Str	Vac	Aut	Br L	U	4	Wis	D R	Opt.	R	R	120	4400	34x5	34x5 D
Selden 4	4	3795	Con 6 B	6	3⅜x5	33.75	Pw	Str	Vac	Aut	Br L	U	4	Wis	D R	Opt.	R	R	130	5760	34x7	34x7 D
Selden 22	21-P.	2750	Con C 15	6	3⅜x4⅝	27	Pw	Str	Vac	N E	Br L	U	4	Cla 501	St	Opt.	R	R	184	4400	32x6	32x6
Selden 42	25-P.	3900	Con 6 B	6	3⅜x5	33.75	Pw	Str	Vac	N E	Br L	U	4	Cla 720	St	Opt.	R	R	210	5890	32x6	32x6 D
Service 25 H	1	2090	Buda WTU	4	3¾x5½	22.5	Pb	Zem	Vac	Rem	Br-L	U	3	Tim	St	30 8	R	R	146	3900	32x6 P	32x6 P
Service 61	2½	3480	Buda DW-6	6	3⅞x5	33.7	Pw	Zem	Vac	Eis	Br-L	U	4	Tim	Wo	41.5	D	R	156	6126	36x4 S	36x10 S
Service 81	3½	4600	Buda YBUI	4	4½x6	32.4	Pb	Str	Vac	Eis	Br-L	A	7	Tim	Wo	74.0	R	R	173	8080	36x5 S	36x12 S
Service 103	5	5300	Buda YBUL	4	4½x6	32.4	Pb	Str	Vac	Eis	Br-L	A	7	Tim	Wo	97.3	R	R	173	9350	36x6 S	40x14 S
Standard 2½ K	2½-3½	3200	Con K-4	4	4½x5¼	27.2	Pb	Str	Vac	Aut	Br-L 35	A	4	Tim 65600	Sp Wo	34.8	R	D	147	5400	36x5 S	36x8 S
Standard 3½ K	3½-5	4350	Con L-4	4	4½x5½	32.4	Pb	Str	Vac	Aut	Br-L 55	A	7	Tim 66700	Sp Wo	83	R	D	160	7485	36x5 S	36x12 S
Standard 5 K	5-7	5250	Con B-5	4	4¾x6	36.1	Pb	Str	Vac	Aut	Br-L 60	A	7	Tim 68700	Sp Wo	83.6	R	D	164	8700	36x6 S	40x14 S
Stewart Buddy	¾	895	Con	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	St	30.0	R	D	118	2250	30x5.25B	30x5.25B
Stewart Buddy	1	985	Con	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	St	30.0	R	D	128	2550	30x5	30x5
Stewart 16	1¼	1295	Lyc C T	4	3¾x5	22.5	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	24.0	4	D	130	2700	32x6	32x6
Stewart 16 X	1¼	1295	Lyc	6	3¼x4½	25.3	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	24.0	4	D	130	2800	32x6	32x6
Stewart 24	1½	1645	Lyc C T	4	4 x5	25.6	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	27.3	4	D	145	3550	30x5	30x5D

(KEY TO ABBREVIATIONS AND TABLE CONTINUED ON NEXT PAGE)

CONSUMPTION OF TUBES DECLINES

Better Quality Casings The Cause, Says Government Report

Special from A. D. N. Washington Bureau

Washington, June 12.—Further evidence that consumption of inner tubes has declined sharply in the last few years, due primarily to the increased use and greater wearing quality of balloon casings, was furnished by figures made public today by the rubber division of the Department of Commerce.

Previous figures covering stocks of casings and tubes as of April 1 and October 1 each year, based on reports from dealers in all sections of the country, have not revealed the number of sales.

However, a new analysis of the statistics, compiled by co-operation of the Rubber Association of America, Inc., makes it possible to extend this table to retail sales by six months' periods as follows:—

Period	Casings	Inner Tubes
Oct., 1924-Mar., 1925	17,350,000	24,350,000
Apr., 1925-Sept., 1925	24,020,000	36,510,000
Oct., 1925-Mar., 1926	13,060,000	18,760,000
Apr., 1926-Sept., 1926	24,950,000	35,150,000
Oct., 1926-Mar., 1927	17,580,000	21,571,000
Apr., 1927-Sept., 1927	27,060,000	33,420,000
Oct., 1927-Mar., 1928	18,869,000	21,831,000

These figures, which are believed to be reasonable estimates, indicate that relative consumption of tubes is decreasing rapidly. While retail sales of casings increased from 37,080,000 in the last year ended April 1, 1925 to 45,929,999 in the year just ended, annual retail sales of tubes have been approximately the same for each of the last three years.

In the year ended April 1, 1926, tire dealers sold 1.49 tubes on the average with each casing and in the year just ended 1.20 tubes per casing.

Aside from the fact that repairing of tubes has been more common during the last two years than in 1925 and previously, it appears that inner tubes last longer in low pressure tires.

CALENDAR OF COMING EVENTS

JUNE

7-14—**Denver, Col.** Automobile Dealers' Association, summer show.
7-14—**Oporto, Portugal.** Automobile show.
11-14—**St. Louis Mo.** Automotive Engine Rebuilders' Association Convention.
14—**New York city.** Overseas Automobile Club, luncheon at Hotel Astor.
15-30—**Bordeaux, France.** Fair and automobile exhibit.
15-July 1—**Rouen, France.** Automobile fair-exposition.
17-23—**Mackinac Island, Mich.** Automotive Equipment Association, meeting, Grand Hotel.
18-19—**Toronto, Canada.** National Automobile Chamber of Commerce Factory Service Managers' meeting at Edward Hotel.
25-29—**Atlantic City, N. J.** American Society for Testing Materials, annual meeting, Hotel Haddon Hall.
26-29—**Quebec, Canada.** Society of Automotive Engineers, convention, Chateau Frontenac.
29-July 15—**Paris, France.** International Aeronautical Exposition at the Grand Palais.

JULY

5-15—**Hoganas, Sweden.** Automobile fair and show.
7—**Paris, France.** National Fuel Exhibition of French Auto Club.
26-27—**Chicago.** National Association of Automobile Show and Association Managers' Convention at Drake Hotel.
27-Aug. 31—**Long Beach, Cal.** Pacific Southwest Exposition.

SEPTEMBER

1- 9—**Prague, Czecho-Slovakia.** Auto show.
13-14—**Los Angeles, Cal.** Society of Automotive Engineers' Aeronautic Meeting.
16-30—**Saloniki, Greece.** Third International Fair.
22-28—**Cleveland, O.** American Electric Railway Association, convention and show.
25—**Rome, Italy.** Automobile Congress.

OCTOBER

—**Memphis, Tenn.** Memphis Automobile Dealers' Association, automobile show.
1- 5—**New York city.** National Safety Congress.
4-14—**Paris, France.** Auto Salon.
8-12—**Philadelphia.** American Society for Steel Treating, meeting.
8-12—**Philadelphia.** American Welding Society, meeting.
8-12—**Philadelphia.** Institute of Metals, meeting.
8-12—**Philadelphia.** National Metal Exposition.
11-13—**Buffalo, N. Y.** American Gear Manufacturers' Association Convention.
11-20—**London, England.** Olympia Show.
16-18—City to be announced. Society of Automotive Engineers' Transportation Meeting.
17-19—**Rochester, N. Y.** New York Society of Industrial Engineers' Convention.
22-27—**Chicago.** Automotive Equipment Association, convention and show.
25-Nov. 1—**Paris, France.** Motorcycle and bicycle show.
29-Nov. 3—**Cleveland, O.** N. S. P. A. Convention and Show.

NOVEMBER

8-18—**Berlin, Germany.** Auto show.
15-25—**Paris, France.** Commercial vehicle and truck show.
22-23—**Detroit, Mich.** Society of Automotive Engineers, production meeting.

DECEMBER

5- 6—**Chicago, Ill.** Society of Automotive Engineers' Aeronautic Meeting.
—**Seattle, Wash.** Automotive Maintenance Association, annual banquet.
8-19—**Brussels, Belgium.** Automobile and motorcycle show.
10-15—**New Orleans, La.** Seventh Annual Asphalt Paving Congress.

JANUARY

5-12—**New York city.** N. A. C. C. Show.
10—**New York city.** Society of Automotive Engineers' Annual Dinner, Hotel Astor.
15-18—**Detroit, Mich.** Society of Automotive Engineers' Annual Meeting.
26-Feb. 2—**Chicago.** N. A. C. C. Show.

BUS SERVICE TO FEATURE NEW AIR TRANSPORT

New York, June 12.—In connection with the air passenger transportation between Chicago, Toledo, Detroit, Cleveland and New York to be established by the National Air Transport, Inc.,, motor bus service will be provided between the principal hotels and landing fields in Chicago, Toledo, Detroit, Cleveland and New York City, it was announced today by Col. Paul Henderson.

"The new passenger planes to be operated by National Air Transport between Chicago and New York will be equipped with the very latest improved type of instrument and the pilots will be in constant communication with both terminals while in flight. We feel," said Col. Henderson, "that a passenger in one of our planes will be subject to less hazard than the average pedestrian in a city street, but no avoidable chances will be taken."

CHARLES SERVICE TO HANDLE LEVIATHAN TIRE LINE

Jersey City, N. J., June 12.—The Charles Auto and Battery Service, 1607 Hudson Boulevard, of which John Lauton is president, has been selected to handle the new Leviathan tire in Hudson county.

SPICER COMPANY SELLS NEW JERSEY BUS LINE

Plainfield, N. J., June 12.—The Spicer Manufacturing Company announces the sale of the Suburban Transit Company, in which it was interested, to the Public Service Coordinated Transport, and operation by the new owner starts at once.

The Spicer concern started the line when it built its new plant at South Plainfield. In this manner employees living in Plainfield were assured of transportation to the new location. The line grew so rapidly that the Suburban Company, having fulfilled its mission, decided to sell to the Public Service, with its large facilities for handling a growing business.

SPARKS

(Continued from Page 2)

and handed out a few hot shots on the existing traffic ordinances regulating speed.

"The public," said the judge, "cannot be expected to respect the city's ordinances and officials of the law so long as every member of the public is a conscious violator of the law." He referred to the present provision making twenty miles the limit of lawful speed, a provision more "honored in the breach than in the observance." Judge Jeffries says that reckless driving depends on surrounding circumstances and that thirty miles an hour by a good driver and under proper traffic conditions is safer than fifteen miles by a different type of driver and in congested traffic.

"Wholesale arrest of motorists," he concluded, "who have been permitted to travel at an illegal rate of speed, menaces public regard for safety."

* * *

Testimony in the case pending in Federal Court here between the Steel Wheel Corporation of Detroit and the Goodrich Rubber Company of Akron shows that the tires resembling the present balloon type were manufactured in England as long ago as 1908. It had been generally considered that they were something rather new and to be credited to American inventiveness.

Retreading Fraud Is Serious Menace

New York, June 12.—Tons of reclaimed rubber ranging all the way from wornout hot water bottles to discarded garden hose and automobile tires are used by "gyp" retreaders every month in the metropolitan area of New York city alone to rejuvenate old casings so that they may be sold as new, first quality tires. Such, in substance, is the outcome of an investigation conducted by the National Better Business Bureau, Inc., into the "gyp" tire retreading industry, the results of which were published this week in a bulletin issued by the bureau.

While honest tire retreading has, in the opinion of bureau officials, a well earned and legitimate place in American industry, the "gyps" who prey upon the common desire to "get something for nothing" have been quick to rush in and offer "bargains" in the form of these retreaded tires. In the opinion of the bureau, these tires are not only a menace to life, but the manner in which they are sold as new tires constitutes a gigantic fraud upon the public and also works serious damage to the reputation of legitimate manufacturers.

Co-operating with forty-three local Better Business Bureaus in various cities and with large tire manufacturers, the National Bureau representatives learned that this retreading gyp game is going on in Chicago, Pittsburgh, Rochester, Kansas City, Springfield, Mass., and threatens to radiate from these points generally throughout the country.

SAMPSON TIRE NAMES NEW MEN AT AKRON

Akron, O., June 12.—New apointments following the establishment of an Eastern division sales office at Akron in charge of C. C. Prather, formerly sales manager of the India Tire and Rubber Company, by the Sampson Tire and Rubber Company are as follows: A. C. Fisher, assistant Eastern sales manager; A. D. Bowen Jr., Akron district manager, and A. S. Cahn, Cincinnatti territorial manager.

Major Specifications and Mechanical Details of 1928 Commercial Car Built in the United States

(CONTINUED FROM PRECEDING PAGE)

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyls.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ign. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Wheel Base	Chassis Weight	Tire Sizes Front	Tire Sizes Rear
Stewart 24 X	1½	1645	Lyc S	6	3¼x4½	25.3	Pb	Str	Gra	Rem	Ful	U	3	Cla	St	27.3	4	D	145	3650	30x5	30x5D
Stewart 25	2	1975	Lyc C T	4	4 x5	25.6	Pb	Str	Gra	Rem	Ful	U	3	Tim	St	27.3	4	D	145	3750	32x6	34x7
Stewart 25 X	2	1975	Lyc S	6	3¼x4½	25.3	Pb	Str	Gra	Rem	Ful	U	3	Tim	St	27.3	4	D	145	3850	32x6	34x7
Stewart 18 X	2½	2490	Lyc T	6	3⅝x5	31.5	Pb	Str	Vac	Rem	Ful	U	3	Tim	Wo	29.0	4	D	165	4930	32x6	32x6D
Stewart 19	3	3200	Lyc	6	3⅞x5	36.2	Pb	Str	Gra	Rem	Ful	U	4	Tim	Wo	43.2	4	D	165	5290	36x5 S	36x8 S
Stewart 22	4	4200	Lyc	6	3⅞x5	36.2	Pb	Str	Gra	Rem	Ful	U	4	Tim	Wo	80.75	R	D	165	7000	36x5 S	36x12 S
Studebaker GE-B	¾	925	Own	6	3⅜x4½	27.3	P C	Str	P	Rem	Own	U	3	Own	S B	14.9	4	Js	113	2590	32x6 B	32x6 B
Studebaker "75" Jr.	2½	2410	Own	6	3⅞x5	36.0	P C	Ball	P	Rem	Ful	U	3	Eat	S B	20.8	4	Js	158	4504	32x6.75B	32x6.75B
Studebaker "76" Spec.	3	2775	Own	6	3⅞x5	36.0	P C	Ball	P	Rem	Ful	U	3	Eat	S B	20.8	4	Js	184	4765	32x6.75B	32x6.75B
Studebaker "75" H. D.	3½	3275	Own	6	3⅞x5	36.0	P C	Ball	P	Rem	Ful	U	3	Eat	S B	26.5	4	Js	184	5290	34x7.50B	34x7.50B
Velie 33	¾	1165	Own 56	6	3 1/16x4¼	24.5	PW	Strom	Vac	Aut	War-G	U	3	Own ½	Sp	4.9	4	Tr	112	2352	30x5.25	30x5.25
Velie 40	1½	1595	Own 40	6	3 1/16x4⅝	24.4	PW	Strom	Vac	Remy	War-G	U	3	Col ½	Sp	17.8	4	Tr	148	4198	32x6.75	34x7
Victor 25	1½	1490	Cont	6	2⅞x4¾	19.8	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	18.1	4	D	131	3000	30x5	30x5
a-Victor 41	2	2300	Cont	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Cov	U	4	Tim	Sp	40.1	4	D	154	3400	32x6	34x7
a-Victor 71	3-3½	4085	Her	4	4½x5¾	28.9	Pb	Zen	Gra	Rem	Cov	U	4	Tim	Wo	—	R	R	162	5800	36x6	36x6 D
Victor 80	4-4½	4755	Her	6	4 x5¾	38.2	Pb	Zen	Vac	—	Cov	U&C	9	Wis	D R	—	R	R	160	7000	36x5 S	36x12 S
Victor 80	4-4½	4605	Her	4	4½x5¾	32.4	Pb	Zen	Vac	—	Cov	U&C	9	Wis	D R	—	R	R	160	7000	36x5 S	36x12 S
Whippet 96	¾	370	Own 96	4	3⅛x4⅜	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	...	..	..	100¼	....	28x4.75	28x4.75
Whippet 16	1½	1595	Own K G T	6	2 1/16x4⅜	20.7	Pb	Til	Vac	Aut	Ful DU	U	3	Eat 1002	Sp	24.3	..	..	151	3400	30x5	32x6
Whippet 21	2	1995	Own K T G	6	3⅜x4¾	27.34	Pb	Til	Vac	Aut	Ful DU	U	3	Eat 1504	Sp	26.81	..	..	164	3900	32x6	34x7
Whippet 26	2½	2595	Own K T G	6	3⅜x4¾	27.34	Pw	Til	Vac	Aut	Ful GU	U	4	Wis 6617-B	D R	30.38	..	..	164	5020	32x6	32x6 D
White 15 B	1	1545	Own GK	4	3¾x5¼	22.5	G S	Zen	Vac	—	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
White 57	1¼	2725	Own GRC	4	4 x5¾	25.6	P W	Zen	Vac	—	Own	U	4	Own	Sp	19.3	R	R	141	3774	32x6	32x6
White 20-A	1½	2125	Own GK	4	3¾x5¼	22.5	G S	Zen	Vac	—	Own	C	4	Own	D R	32.1	R	R	145½	4412	34x5	34x5 D P
White 56	2	3125	Own GRC	4	4 x5¾	25.6	P W	Zen	Vac	—	Own	U	4	Own	Sp	26.1	R	D	165	5157	36x4 S	36x7 S
White 51-A	2½	3750	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5 S	36x8 S
White 55	3½	4650	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	4	Own	Ig	50.4	D	R	174	8402	36x5 S	40x5 S D
White 52-T	3½	4700	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	4	Own	Ig	58.4	D	R	129½	8126	36x5 S	40x5 S D
White 52	5	5100	Own GRB	4	4¼x5¾	28.9	Pb	Zen	Vac	—	Own	U	5	Own	Ig	91.9	D	R	174	9184	36x6 S	40x12 S
White 58	3	4400	Own GRB	4	4¼x5¾	28.9	PW	Zen	Vac	..	Own	U	4	Own	IG	49.5	D	A	180	7400	36x5 S	36x5 S D
Willys-Knight T-100	1	1095	Own	6	2 1/16x3⅞	20.7	Pw	Til	Vac	Aut	Own	U	3	Tim 5260	Sp	19.35	4	R	130	2700	30x5	30x5
Willys-Knight 15	1½	1545	Own	6	2 1/16x4⅜	20.7	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	134	3300	30x5	32x6
Willys-Knight	2	1945	Own	6	3⅜x4⅜	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	St	26.81	4	R	150	3800	32x6	34x7
Willys-Knight 25	2½	2545	Own	6	3⅜x4⅜	27.3	Pw	Til	Vac	Aut	ul G U	U	4	Wis 6617 B	D R	30.38	4	R	150	4920	32x6	32x6 D
Yel. Ch. XC	2	4250	Yel Knght	6	3½x4½	29.4	Pb	Zen	Vac	N E	Br-L	U	4	Own	Sp	26.0	4	R	210	4850	32x6	32x6 D
Yel. Ch. Z6-200	4	6250	Yel Knght	6	4¼x4½	43.35	Pb	Zen	Vac	N E	Br-L	C	4	Own	Wo	25.9	R	R	200	6650	36x6	36x6 D
Yel. Ch. Z6-230	4	6550	Yel Knght	6	4¼x4½	43.35	Pb	Zen	Vac	N E	Br-L	C	4	Own	Wo	31.1	R	R	230	7500	36x6	36x6 D

KEY TO ABBREVIATIONS IN TABLE

Note: Capacity of less than one ton stated in pounds; chassis weight stated in pounds. Wheelbases given are standard, but in many cases optional lengths are available. Tires, where not otherwise indicated, are pneumatic.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION — Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings including wrist-pins; P&S, pressure with splash; CS, circulating splash.

CARBURETOR—Car, Carter; Hol, Holley; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump.

IGNITION — AB, American-Bosch; Aut, Electric Auto-Lite; Apo, Apollo; Del, Dayton Engine Laboratory; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; Rem, Delco-Remy; Spf, Splitdorf.

TRANSMISSION — Br, L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G, Warner Gear.

LOCATION—C, Center, Amid; U, in unit with engine.

REAR AXLE — Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—St, Straigh bevel; Sp, Spiral Bevel; Wo, Worm; DR, Double Reduction; Ch, Chain; IG, Internal Gear.

BRAKES—Js, Jackshaft; R, Rearwheels; D, Drive Shaft; 4, Four-wheel; Tr, Transmission, exact location not given.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTATIONS

*—Also made with 7-speed transmission.

**—Chassis also available with worm-driven axle.

‡—Two-speed axle.

F—Panel body.

t—Tractor.

A—Note on Victor line: Model 41 may be had also with 4-cyl. Hercules engine, 4x5 rated 25.6-H.P. Model 71 is available with Continental engine 6-cyl. 3⅜x4½, rated 33.7-H.P., or Continental 6-cyl. engine 3⅜x5, rated 33.7-H.P.

MERCHANDISING
ACCESSORIES
EQUIPMENT

WHOLESALE

Edited by C. P. SHATTUCK

DISTRIBUTION
SHOP EQUIPMENT
REPLACEMENTS

LINSCOTT SUPPLY ONE OF OLDEST JOBBERS IN HUB

Wholesale Firm Organized in 1906 Has Gone Right Ahead

We nominate for the Jobbers' Hall of Fame the Linscott Supply Company, 574 Commonwealth Ave., Boston, because it is one of the oldest automotive jobbers in the Hub, has a clean policy, endeavors to give both manufacturer and retailer a square deal and upholds the policies of the Automotive Equipment Association.

ESTABLISHED in 1906, the march of the Linscott Supply Company has been one of progress. Its start was in a small retail store on Hanover Street, during the days of the bicycle business. Under the guiding hand of Fred Linscott the business grew and two years later, larger quarters were occupied at 163 Columbus Ave., and the bicycle business sold to another company, for Fred Linscott had vision and saw the automotive industry's future.

Associated with him was Will Linscott, who is still active, and the business was practically all retail, as was the case with many of the pioneer jobbers. The founder of the business saw that the eventual trend in distribution of automotive products must be through a wholesaler, and lines were acquired. By rendering the service that serves to both manufacturer and retailer, the business grew rapidly, and again larger quarters were necessary. Finally came the move from 568 Columbus Ave. to Motor Row, 574 Commonwealth Ave., where the building provides three large floors and over 26,000 square feet.

In February, 1925, the trade was shocked by the death of Fred Linscott, but with vision he had trained a young man for any emergency to carry out his policies. This young man, known to the trade as Al S. Hunt, now president of the company, is still carrying on.

He entered the picture in 1913 at the basement door. He pushed the broom, ran the errands and old-timers will recall that he trundled a pushcart to the post and express offices with merchandise. In two years he mastered the details of the various departments, and then we find him in the role of a salesman in the local territory. He rang the doorbells and brought home the business.

In 1916 selling was laid aside for service in the world's great conflict. Al joined the flying corps and in 1919 was a pilot in the British Air Forces. On his return he became assistant to Fred Linscott and held the title of sales manager and buyer until Linscott passed away.

Although president of a large organization employing many he has not become "high hat." He is still accessible to the boys. Perhaps he cannot give his visitor as much time as formerly because of his responsibilities, but the caller is not told "the president is in conference." His other title is that of general manager.

His winter or indoor sport—at least he confessed to it—is card playing and he is held to be a very capable exponent of the great American game. Likes golf for an outdoor sport, but this is not unusual, as jobbers are addicted to chasing the white pill.

When we interviewed Al, he was loath to discuss himself, but more eager to talk about the boys with him. He said nice things about many of the employees long with the company. He likes to emphasize that they started in the basement and worked their way to the head of the department.

This brings us to A. F. Hopkins, dubbed "Hoppy," who started in 1919 and who was picked to replace Al Hunt as buyer in 1925. "Hoppy" is a very modest young man and refuses to talk about himself, but will about the company. Both he and Al refused to be shot at with a camera.

Another of the Linscott aces is D. R. McKay, who signed in 1920. He was picked out of a service station and developed, and Al says he is a "wow." He has charge of the junior salesmen, a bunch of young fellows being taught how to merchandise and service and who are learning in the metropolitan district. D. R. hasn't forgotten how to ring the bell for the company, as he did in the old days, for he devotes two days the week in the trade on motor row and sets an example for the youngsters.

Another ace is Harry G. McCloud, who took charge of the replacement parts department three years ago, and who is credited with doing a real job. It is believed that the Linscott Supply Company was the pioneer in Boston, being the first to take on the King line at the close of the war.

The shop and garage equipment ace is T. B. Gillette, who has been eight years with the company. Unlike many jobbers the company developed a specialist on this line, one who is competent to discuss shop equipment with shop men, and who works both at the store and at the service stations, and who is held to be very helpful to the other salesmen in merchandising shop equipment. The Linscott Supply Company is credited with doing a real job with shop equipment. It held its first shop clinic in 1921.

Another ace is James J. Howe of the "At-a-Boy Jim" fame. He joined up in 1920 and his specialty is dealer education, selling them to sell and assisting in dealer association and organization work.

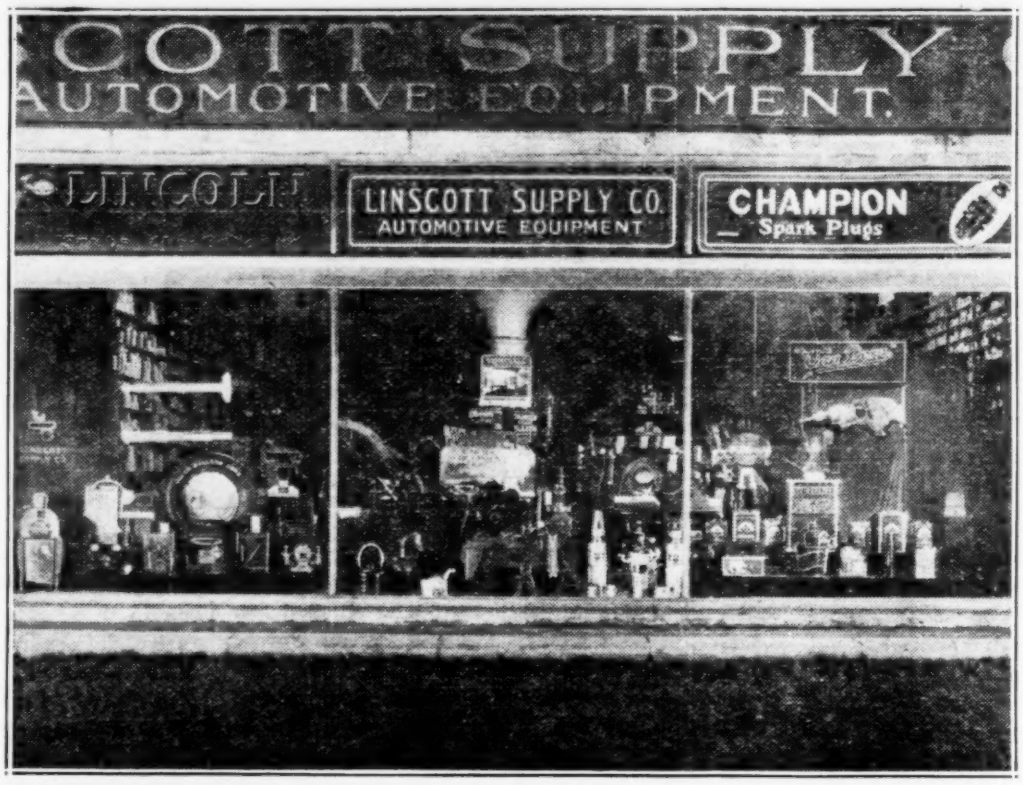
Last but not least is Raymond L. Bond, sales promotion manager and editor of Linscott's Buy Monthly, of which more later on. Bond worked his way up to a peddler after years of service and was picked upon by President Hunt for the head of the sales promotion department.

As has been the case with some jobbers, decision to establish radio as a separate department was made in 1925 and W. M. Robertson, a technical man and engineer, was placed in charge. He also is head of the electric refrigeration department.

The officers of the company include in addition to Mr. Hunt, J. M. Linscott, treasurer and C. H. Linscott, secretary. The company travels ten men in addition to those in the radio and refrigeration departments.

President Hunt is on the membership committee of the A. E. A. and when the roll is called at Mackinac Island he will be present as every progressive jobber should be.

USING WINDOW SPACE TO ADVANTAGE.—This is how the Linscott Supply Company, one of the oldest and largest wholesalers in Boston, displays its lines. If there are such persons as transient buyers, it's a certainty, they wouldn't pass these windows without being tempted to enter the store.



Time Payments

HOW much time is the buyer of shop equipment and tools entitled to on the deferred payment plan?

Is the jobber handling his own paper justified in extending from 18 months to two years or more credit?

It is quite evident that in some sections jobbers are being asked for long terms. As a concrete example, a young man with $100 cash walked into a jobber's place to buy $850 worth of garage equipment. He did not haggle over the price, but when informed that the terms were six months he strenuously objected. When he was asked what he considered fair terms he promptly said, "Two years or more."

The prospect admitted he had no credit rating, nor could he get a bank loan. He was starting in business, and it must be quite obvious he desired the jobber to finance him. But this jobber refused to concede to the request of at least two years to pay in. And he lost the business.

Another jobber got the business, of course. But it is debatable if he made a good investment. If the buyer is successful he may meet his notes. If not, and too many of his type are not, the 6 per cent. will not be a profit on the investment. And the profit on the sale will shrink to small dimensions.

The jobber who had the courage to say "no" lost a sale. But he has his equipment and the $750 the prospect wanted to borrow.

If retailers' credits are becoming poorer, collections ditto, who is to blame if the buyer asks for and obtains long terms?

IT GOT THE BUSINESS

These shop equipment clinics of the jobber, which have been quite prevalent this spring, appear to be very resultful. According to E. C. Gallo, vice-president of the Horton-Gallo Creamer Company, New Haven, Conn., their shop clinic drew large crowds from the service field and the results from a sales standpoint were highly gratifying. The clinic will be made an annual event.

PASSING OUT INFORMATION

Salesmen who ring the bell for the manufacturer are those who pass along useful information to the jobber's buyer, who, in turn, can make use of the knowledge by passing it along to the salesmen of the jobber. A salesman for a hydrometer company, knowing that the glass barrels become dirty, makes the following suggestion for cleaning:—

"Dissolve 10 cents' worth of chromate potassium, obtainable at any drug store, and mix with half a pint of 1.8.35 sulphuric acid. Fill hydrometer as when testing battery solution, then run out some of solution and move hydrometer about to insure solution coming in contact with every interior part. Press out the solution and save. Next rinse hydrometer in water and it will be clean."

CHAPMAN AND QUEENY

P. W. Chapman and G. W. Queeny, Boston, have been added to the sales force of the Linscott Supply Company and will travel locally.

Ye EDITOR'S Column

F. MARSENA BUTTS of Butts & Ordway Company, Boston, will have to look to his laurels as the leader in providing comforts and conveniences for the peddlers. He is now encountering some real competition in the shape of Frank Murray, Post & Lester, Boston. Frank not only has a nice resting place upholstered in leather, but has provided a place for the peddlers to hang their hats and coats. Yes, sir, there are three nice shiny hooks, which are rumored to be of gold. Jack Cooper and Harry Sullivan hold that the hooks are only gold plate, while Jack Hines avers they are polished brass.

* * *

Hear that Bruce Hunt, Al Hunt's brother, who runs the Bowdoin Square Garage in the Hub, won the $50 prize for the best Duco window display recently. Now it is said that Bruce pesters Al for entry blanks for other window display contests. Here's a chance for the manufacturers.

* * *

Understand that the Packard Electric Company, makers of Packard ignition cables and replacement sets, is employing a six passenger cabin type airplane and suitably marked with Packard, of course, and is sending the ship around the country calling on the jobbers and giving them as has the courage to try, a ride. Ship was in Boston recently and among those who were given the air by Packard was John V. Wilson, a jobber. It isn't the first time a manufacturer has given a jobber the air.

THE IDEAL DEALER

The dealer is quite consistently criticized, so when comment to the contrary is heard it is worth repeating. Here's what a Booster in the Northwest reported to his club about a dealer:—

"It does one's heart good to go into a dealer place like that maintained by the Home Automotive Company, Luverne, Minn. It is a beautiful up-to-date building, orderly, well lighted, and where perfection service is rendered. No large city has anything better in the way of service. There are nice clean show cases with up-to-the-minute nationally advertised machandise and well displayed."

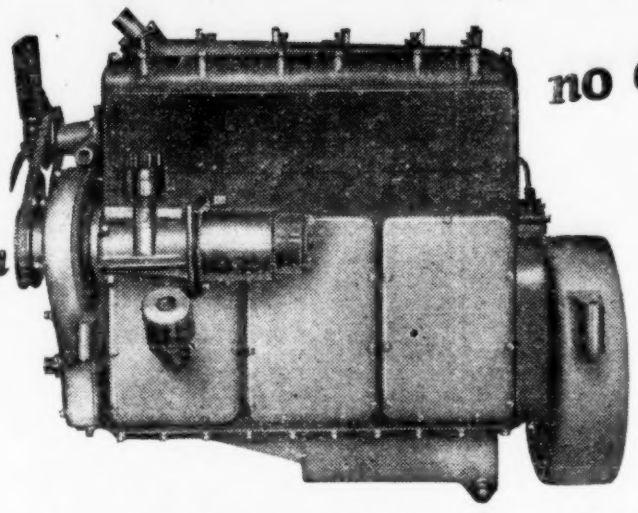
CLARK AXLES *and* METAL WHEELS *for commercial vehicles*

Manufactured by
CLARK EQUIPMENT COMPANY
Buchanan
Michigan

1928
XUM

The POWELL LEVER-MOTOR

less fuel
slow r.p.m.
utilized high compression
more power
vibrationless
complete combustion



no carbon monoxide
less friction
accessible
accelerates faster
less weight
runs cool
no carbon

THE POWER problems of the future are settled today. With the advent of the Powell Lever-Motor come so many obvious advantages, both motorwise and economically, that conventional type motors may be considered along with the vanishing horse, the obsolete candle, the disappearing oil lamp.

Today it is a recognized fact that manufacturers are seeking the "something new" . . . a radically new change that will, when adapted to their products, make them of such outstanding difference as to stifle practically all resistance.

Really New

Perhaps of greatest interest, now that Color has become standardized, is the matter of power. The purchaser of a new car wants speed . . . not only for speed's sake, but that he may have the dependable reserve of *power* that is connoted by breath taking m. p. h.

The manufacturer who gives his sales organization *power*, particularly in the lighter car classes, is the logical successor to those now engaged in marketing the conventional-motor equipped car.

What the public wants . . . what the selling crew wants . . . what the customer wants . . . these are the needs of the industry. And these are the needs met by the Powell Lever-Motor.

Since the inception of internal combustion engines there have been various "improvements" each year. Yet, until the Powell Lever-Motor was placed before the public, there was no outstanding advance—no one single thing that could not be quickly snapped up by next season's competition. The Powell Lever-Motor offers the greatest engineering triumph known to motordom . . . the novelty and appeal of NEWNESS . . . the universally acceptable advantages illustrated!

Proved in Tests

Exhaustive tests have proved the Powell Lever-Motor is r-i-g-h-t from every angle. Engineers . . . outsiders who came to scoff . . . have watched the remarkable performance of this new day motor with downright amazement. And well they might. For the Powell Power Principle (Powell Lever-Motor) is a development of such revolutionary nature as to astound the serious student of motor design.

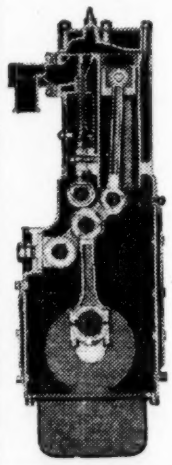
Those who are sincerely interested may confer with our engineers as to the results of the most remarkable series of tests ever conducted . . . tests that were so stringent as to preclude the possibility of the conventional type motor even remotely approaching a passing mark.

Significant

In response to advertising and publicity throughout these United States and other countries, this Company has received thousands of interested inquiries. Not only from laymen, but from manufacturers, distributors, distributors' salesmen, engineers and motor designers, as well.

The Powell Power Principle

This pictorial representation of a cross section of the Powell Lever-Motor immediately makes apparent the radical departure from design customary to the conventional type internal combustion motor.



It will be seen that a lever has been interposed between the piston and crankshaft. This is done in such a manner as to make possible the deliverance of double the piston pressure at the crankshaft!

A longer stroke and higher compression . . . complete combustion that eliminates both carbon and carbon monoxide . . . cool running and vibrationless . . . and a complete accessibility through large side plates (see illustrated motor above) that means much lower repair costs, with greater time economy.

All Patents covering the Powell Lever-Motor are owned and controlled by the A. L. Powell Power Co., Inc., of Montana, whose business offices and laboratories are at the address given herein.

Such widespread interest has been manifested in this epochal power unit that the Company is inclined to reserve, for a time, all rights to the use of its product for passenger cars. The very near future will see a car offered powered with the Powell Lever-Motor and selling for less than a Thousand Dollars.

With national demand for cars, busses, tractors, boats and airplanes becoming greater every day, it follows that for years to come there will be no keeping pace with requests for jobs equipped with the Powell Lever-Motor.

Commercial Motors

To facilitate the public offering on a national scale of trucks, busses, tractors and marine vessels in which the Powell Lever-Motor is standard equipment, a limited number of franchises will be issued to responsible manufacturers of commercial vehicles, permitting them to utilize the Powell Power Principle.

To those interested we extend an invitation to visit our offices and laboratory at the address given below. Our Engineering Department will cooperate to ascertain the most practical adaptation of the Powell Power Principle (Powell Lever-Motor) to your products.

To Manufacturers

The passenger car field is practically closed. Despite the issuance of several franchises, there is still a virgin opportunity to cash in on the greatest development in automotive history.

It is our belief, backed by engineering data, that the Powell Lever-Motor represents the once-in-a-lifetime advance in power machinery.

At this time we respectfully suggest that you communicate with us, preferably direct—though an accredited agent will be accorded every courtesy.

LEVER MOTOR

THE A. L. POWELL POWER COMPANY
INCORPORATED

Manufacturers or their agents may view the Powell Lever-Motor at the address below.

Business Offices and Laboratories:
246-248 Lake Street Oak Park, Ill., U. S. A.

A booklet is available, telling of the Powell Lever-Motor in detail. Write for your copy.